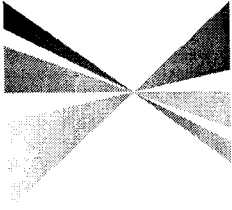


SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

**Thursday, March 2, 2006
10:00 a.m. – 11:45 a.m.**

**SCAG Offices
818 West 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, CA 90017
213.236.1800**

VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office
3600 Lime Street, Suite 216
Riverside, CA 92501**

If members of the public wish to review the attachments
or have any questions on any of the agenda items,
please contact Cathy Alvarado at 213.236.1896 or
alvarado@scag.ca.gov

Agendas and Minutes for the Transportation &
Communications Committee are also available at
www.scag.ca.gov/committees/tcc.htm

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in an alternative format, please contact (213) 236-1868.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

1.0 **CALL TO ORDER & PLEDGE
OF ALLEGIANCE**

Hon.
Harry Baldwin,
Chair

2.0 **PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 **REVIEW and PRIORITIZE AGENDA ITEMS**

4.0 **CONSENT CALENDAR**

4.1 **Approval Items**

4.1.1 **Approve Minutes of February 2, 2006 Meeting
Attachment**

1

4.2 **Receive and File**

4.2.1 **State and Federal Legislative Matrix
Attachment**

8

Matrix of State legislative bills
relevant to issues of importance
to SCAG.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

	PAGE #	TIME
4.0 <u>CONSENT CALENDAR cont/d</u>		
4.2.2 <u>Letter of Completion for the I-15 Comprehensive Corridor Study (RSTIS)</u> Attachment	19	
On January 19, 2006 the RSTIS Peer Review Group met and determined that the I-15 Corridor Comprehensive Study (RSTIS) meets SCAG and FTA/FHWA requirements, by selecting a three-part, near and long-term locally preferred strategy. The two long-range project alternatives are ready to advance from the planning phase to the project development phase as necessary.		
4.2.3 <u>Letter of Completion for the "E" Street Transit Corridor (RSTIS)</u> Attachment	31	
On January 19, 2006 the RSTIS Peer Review Group met and determined that the "E" Street Transit Corridor (RSTIS) meets SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the project development phase as necessary.		



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
5.0	<u>ACTION ITEMS</u>		
5.1	<u>Resolution of support for continued study of the 710 Tunnel Alternative to complete the Gap Closure identified in the 2004 RTP Attachment</u>	Bob Huddy, SCAG Staff	45 10 minutes
	Staff will present a resolution of continuing support for the study of the 710 Tunnel Alternative as a means of completing the gap identified in the 2004 RTP. This is presented to the TCC for action in response to requests for amending the RTP to include only a tunnel alternative.		
	Recommended Action: Adopt resolution.		
5.2	<u>2006 Regional Champion Award Attachment</u>	Hon. Harry Baldwin, Chair	47 5 minutes
	Each policy committee has an opportunity to select a regional champion, a non-elected individual who is a leader in some area of the committee's focus. Members have been invited to submit nominations. Members may discuss and nominate from the floor. The committee's nominee will be reported to the RC for ratification by the April meeting. Regional Champions will be honored at the May General Assembly.		
	Recommended Action: Select a Regional Champion		



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>Update on SCAG's Aviation Program Attachment</u>	Mike Armstrong, SCAG Staff	48	10 minutes
	Staff will present an update on the status of planned aviation work for the 2008 RTP, and activity and meeting schedule for the Aviation Task Force.			
6.2	<u>SAFETEA-LU Update: JARC/New Freedoms Attachment</u>	Jeremy Bailey, SCAG Staff	50	10 minutes
	Staff will present an update of the SAFETEA-LU programs Job Access Reverse Commute (JARC) and New Freedoms and their implications for SCAG.			
6.3	<u>Memorandum of Understanding (MOU) Related to Goods Movement Attachment</u>	Nancy Pfeffer, SCAG Staff	56	10 minutes
	The Committee will receive a briefing on a local/state/federal MOU under development related to goods movement in the SCAG region.			
7.0	<u>MAGLEV TASK FORCE REPORT</u>	Hon. Robin Lowe, Chair		
8.0	<u>GOODS MOVEMENT TASK FORCE REPORT</u>	Hon. Art Brown, Chair		

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

9.0 **CHAIR REPORT**

Hon.
Harry Baldwin, Chair

10.0 **STAFF REPORT**

Rich Macias,
SCAG Staff

11.0 **FUTURE AGENDA ITEMS**

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

12.0 **ANNOUNCEMENTS**

13.0 **ADJOURNMENT**

The next meeting of the Transportation and Communications Committee will be held on April 6, 2006 at the SCAG office.



Transportation and Communications Committee

February 2, 2006

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in downtown Los Angeles. The meeting was called to order by the Honorable Harry Baldwin, Chair, City of San Gabriel. There was a quorum.

Members Present

Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry	City of San Gabriel
Beauman, John	City of Brea
Bone, Lou	City of Tustin
Brown, Art	City of Buena Park
Burke, Yvonne	City of Los Angeles
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forrest
Flickinger, Bonnie	City of Moreno Valley
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Herrera, Carol	City of Diamond Bar
Joffe, Enid	San Gabriel Valley COG
Lowenthal, Bonnie	City of Long Beach
Marshall, Patsy	City of Buena Park
Mikels, Judy	Ventura County
Millhouse, Keith	City of Moorpark
Moqet, Shenna	Riverside, WRCOG
Ovitt, Gary	San Bernardino County
Ridgeway, Tod	City of Newport Beach
Rutherford, Mark	City of Westlake Village
Spence, David	Arroyo Verdugo COG
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena
Wapner, Alan	City of Ontario

Transportation and Communications Committee

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Members Not Present

Adams, Steve	Riverside, WRCOG
Becerra, Glen	City of Simi Valley
Buckley, Tom	City of Lake Elsinore
Correa, Lou	Orange County
Dale, Lawrence	City of Barstow
DeLara, Juan	City of Coachella
De Young, Cathryn	City of Laguna Niguel
Dunlap, Judy	City of Inglewood
Fasana, John	City of Duarte
Gabelich, Rae	City of Long Beach
George, Gary	City of Redlands
Hernandez, Robert	City of Anaheim
Herzog, Peter	OCOG
Lowe, Robin	City of Hemet/RCTC
Miller, Paul	City of Simi Valley
O'Connor, Pam	City of Santa Monica
Pettis, Greg	Cathedral City
Ramirez, Rick	City of Norwalk
Roberts, Ron	City of Temecula
Smith, Greg	City of Los Angeles
Smyth, Cameron	City of Santa Clarita
Stone, Jeff	Riverside County
Sykes, Tom	City of Walnut
Uranga, Tonia Reyes	City of Long Beach

New Members

Voting Members, Not Elected Official

McCarthy, James

Caltrans

Transportation and Communications Committee
February 2, 2006
Action Minutes

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Honorable Harry Baldwin, Chair, called the meeting to order at 9:52 a.m.

2.0 PUBLIC COMMENT PERIOD

None at this time

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of January 5, 2006

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

MOTION was made to RECEIVE and FILE the Consent Calendar items.
Motion SECONDED and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 Final 2004 RTP/RTIP Amendment

Naresh Amatya, SCAG Staff, stated that Orange County had requested amending the 2004 RTP/RTIP to revise three projects. The first two projects are replacement projects; the CenterLine and the Yorba Linda Metrolink Station. The third project is revision of scope to the Foothill South toll road from the 4 lanes in each direction to 3 lanes in each direction. Both the CenterLine and the Yorba Linda Metrolink Station projects are considered Transportation Control Measures (TCMs), therefore their replacements have to be TCMs as well. As a result four TCM projects are proposed to replace the two replacement projects. They are:

- Bus Rapid Transit connecting Brea Mall with the Irvine area
- Expanding MetroLink service between the Inland Empire and Orange County
- Providing shuttle service between Irvine Business Center and John Wayne Airport
- Allow vehicles with 3+ passengers to travel for free on the Fast Track on SR-91

Mr. Amatya stated that the proposed amendment must meet several basic tests: 1) it must not jeopardize the conformity on the existing 2004 RTP/RTIP 2) the fiscal integrity of these projects has to be maintained 3) the public review process has to occur, and "CEQA" requirements need to have been met.

Transportation and Communications Committee

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All of these requirements have been met and documented in the final report that was mailed to the members of this committee as a supplement to this month's TCC agenda.

On December 1, 2005, the TCC approved the release of the draft amendment for a thirty-day public comment period. This period closed on January 6th. A public hearing was held on that same day. In addition, staff also had a meeting of the Regional Transportation Agencies Coalition, RTAC, to satisfy the requirements of coordination for AB1246. Two comments were received, one from Caltrans and the other from the California Air Resources Board. Both the comments were technical in nature and do not require any change to the proposed amendment.

Mr. Amatya closed his presentation recommending that the committee adopt Resolutions #06-471-3 and #06-471-4 to amend the 2004 RTP/RTIP as proposed.

MOTION was made to APPROVE adoption of Resolutions #06-471-3 & #06-471-4 to amend the 2004 RTP/RTIP. MOTION was SECONDED and UNANIMOUSLY APPROVED.

6.1 Talking Points for SCAG's TCC on Regional Role in Infrastructure Decisions

Note: this was an **Emergency Item** brought forward by Councilmember Jim Aldinger, City of Manhattan Beach.

Councilmember Aldinger stated that Senator Dutton had introduced SB1165 carrying the Governor's proposed bond package. Ultimately the committee would see that the bill supports preparation of strategies at the regional systems level, and that project prioritization reflects appropriate phasing. The process for selecting projects rests at the regional level, not the state. The region has a formal process for applying performance criteria and arriving at consensus, as reflected in the Regional Transportation Plan.

The committee would like to see that the legislation calls for application of performance criteria at the transportation "system" level, not just for individual projects. Objective, system-wide evaluation criteria is essential to ensure that an appropriate share of funding comes to this region. The responsibility for applying these criteria should rest first with the region and then with the state.

Councilmember Aldinger then asked that the committee direct staff to provide this input in writing and that it be passed on as a resolution to Senator Dutton so the legislation will respect the regional transportation planning process. Councilmember Aldinger closed by stating that Senator Dutton would be willing to incorporate language to this effect if staff provides him with it.

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MOTION was made to ADD the Regional Role in Infrastructure Decisions item to the agenda. MOTION was SECONDED and APPROVED. There were two OPPOSITIONS, Councilmember Lou Bone, City of Tustin and Councilmember David Spence, Arroyo Verdugo COG.

6.0 INFORMATION ITEMS

6.1 I-710 Tunnel Option

Bob Huddy, SCAG Staff, reported on the 710 North Gap Closure between California Street in Pasadena and Valley Boulevard in Alhambra. He stated that staff received a request from the City of South Pasadena to consider an RTP amendment. South Pasadena is seeking this amendment to delete the surface option that is currently in the RTP and replace it with a tunnel option which is now the subject of a feasibility study under way at MTA. The study is not yet complete. MTA hopes to have it done by April.

The request raised a number of issues in the legal, environmental, technical and financial areas that staff needs to review in some detail before making a decision. Staff plans on bringing this item back with further information and discussion at the next committee meeting.

6.2 Overview of Major State Proposals: SB1024 AND Governor's Proposal

Don Rhodes, SCAG Staff, stated that SB1024 (Perata), The Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act, provides about \$10.3 billion dollars in infrastructure bonding in the attempt to get it on the 2006 June and/or November ballot. The bond features under SB1024 are transportation, infill development, clean air, and water quality and flood issues. In his address of the State of the State, Governor Schwarzenegger came out with his plan that includes five separate bond measures to be placed on the June ballot. The bond proposal is embodied in two different bills, SB 1165, Dutton, and AB1838, Oropeza. The legislative proposals authorize \$6 billion in general obligation bonds to be put before the voters in both the 2006 and 2008 elections, which would total \$12 billion. Also, in the 2012 election, \$14 billion in revenue bonds will be provided to finance transportation programs.

There have been a series of hearings that have taken place in both the Assembly and the Senate transportation committees. There will be three more hearings through February 21st held by the Senate. The main action will take place in a conference committee that will take some movement by March to get it on the June ballot. This fiscal measure will require a two-thirds vote of the legislature. If this happens it will then get put on the ballot.

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Another related measure in the legislature is Full Funding for Proposition 42.

The '06-07 Budget proposes full funding of Proposition 42 which will transfer \$1.4 billion from the General Fund (GF) to transportation programs, including transit and highway projects and services. The budget also proposes an early repayment of a portion of the 2004-05 Proposition 42 loan (currently due to be repaid in '07-'08) in the amount of \$920 million. This early repayment combined with the full funding of the base transfer will provide an additional \$2.3 billion for transportation in 2006-07.

Additionally, the Governor proposes a Constitutional Amendment to "firewall" Proposition 42 by eliminating the current ability of the Governor and Legislature to suspend Prop. 42 and, thus, protect these funds for their intended uses in transportation.

7.0 MAGLEV TASK FORCE REPORT

None at this time

8.0 CHAIR REPORT

None at this time

9.0 STAFF REPORT

Naresh Amatya, SCAG Staff, stated that SAFTEA-LU establishes a new highway safety improvement program and one of the requirements of the program is the responsibility to the state agencies, in this case Caltrans, to develop. Caltrans will be holding two summits to solicit input from the stakeholders. One of the summits is in California on March 9, 2006 at the Doubletree Hotel in Ontario. Mr. Amatya said he would e-mail the committee the information he received from Caltrans.

Nancy Pfeffer, SCAG Staff, stated that several months ago there was a trip to Washington D.C. to work on developing a Memorandum of Understanding at the federal, state, and local level expressing the intent of all these agencies to collaborate on developing a solution for the goods movement problems in Southern California. Last week, January 23rd, staff had a follow-up trip to Washington D.C. to meet with various federal departments on a draft MOU. Staff received approval from all the departments to proceed with the development of the MOU.

10.0 GOODS MOVEMENT TASK FORCE REPORT

Councilmember Art Brown, City of Buena Park, stated the committee was reconstituted to include more individuals especially in the environmental element. At the last meetings the committee had individuals to advise on the detrimental effects of diesel particulate. Last week the committee was presented with factual information on the number of cases as a result of these effects in the Long Beach area along the 710 freeway. At the next meeting the committee will address the MOU between the state and federal government and SCAG on Goods Movement and portions of the state budget.

Transportation and Communications Committee
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11.0 FUTURE AGENDA ITEMS

None at this time


12.0 ANNOUNCEMENTS

Chair Baldwin, City of San Gabriel, announced that the Cities of Alhambra and San Gabriel will be holding a Chinese New Year Parade on Valley Boulevard this Saturday.

13.0 ADJOURNMENT

The Honorable Harry Baldwin, adjourned the meeting at 10:30 a.m.

The next committee meeting will be held on **Thursday, March 2, 2006, at the SCAG office.**



Rich Macias, Manager
Transportation Planning Division

MEMO

DATE: February 15, 2006

TO: The Regional Council
The Community Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Jeffrey S. Dunn, Government Affairs Analyst
Phone: (213) 236-1880 E-Mail: dunn@scag.ca.gov

SUBJECT: State Legislative Matrix

Attached for your information and review is the legislative bill matrix, providing summaries of state legislation relevant to SCAG activities and items of interest.

Included within the matrix are a number of bills that have 'died' due to their failure to pass or to be heard by a legislative committee by the appropriate deadline. Any such bills will be omitted from next month's State Legislative Matrix.

The legislative bills are organized by subject matter for each committee as follows:

- Regional Council – Air Quality, Economic Development, Energy, Environment, Government Bond Bills, Housing Land Use, Solid Waste, Transit, Transportation and Water;
- Community and Economic Development – Economic Development, Housing, and Land Use;
- Energy and Environment Committee – Air Quality, Energy, Environment, Solid Waste, and Water;
- Transportation and Communications Committee – Transportation and Transit.

SCAG Government Affairs staff is monitoring all bills closely and will provide timely updates on the status of bills as they are amended and move through the legislative process.



CA AB 189

AUTHOR: Horton S (R)
TITLE: Highway Capacity Enhancement Demonstration Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/26/2005
LAST AMEND: 04/11/2005
DISPOSITION: Failed
LOCATION: ASSEMBLY
SUMMARY:

Establishes a coordinated environmental review process for 3 highway capacity enhancement demonstration projects. Requires the projects to be identified by the Department of Transportation and requires that a consolidated environmental permit be issued for each project. Requires the project sponsor to seek and invite participation by applicable agencies.

STATUS:

01/31/2006 From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject: Revenue/Bond, Transport

CA AB 245

AUTHOR: Walters (R)
TITLE: County Design-Build Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/07/2005
LAST AMEND: 06/08/2005
DISPOSITION: Pending - Carryover
LOCATION: Senate Local Government Committee
SUMMARY:

Authorizes Orange County, until December 1, 2011, to enter into specified design-build contracts.

STATUS:

06/15/2005 In SENATE Committee on LOCAL GOVERNMENT: Not heard.

Subject: LocGov, Transport

CA AB 267

AUTHOR: Daucher (R)
TITLE: Transportation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/08/2005
LAST AMEND: 08/15/2005
DISPOSITION: Pending - Carryover
LOCATION: Senate Appropriations Committee
SUMMARY:

Amends existing law which authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Limits these provisions to projects advanced for expenditure that are programmed in the current fiscal year.

STATUS:

08/25/2005 In SENATE Committee on APPROPRIATIONS: Not heard.

Position: League-Sup 04/15/2005

Subject: Revenue/Bond, Transport

CA AB 426

AUTHOR: Bogh (R)
TITLE: HOV Lanes
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
LAST AMEND: 04/20/2005
DISPOSITION: Failed
LOCATION: ASSEMBLY
SUMMARY:

Requires the Department of Transportation to convert all high-occupancy vehicle (HOV) lanes on state highways in the County of Riverside that currently operate on a 24-hour basis into part-time HOV lanes that operate as mixed-flow lanes except during peak periods, subject to any required approvals of the federal government.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

COMMENTARY:

Support position extends only to Riverside County

Position: SCAG-Sup 05/05/2005**Subject:** Transport

CA AB 509

AUTHOR: Richman (R)**TITLE:** Regional Transportation Agencies**INTRODUCED:** 02/16/2005**DISPOSITION:** Failed**LOCATION:** ASSEMBLY**SUMMARY:**

Authorizes regional transportation agencies to enter into agreements to finance regional user-fee based transportation projects.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject: Transport

CA AB 540

AUTHOR: Liu (D)**TITLE:** State Highway Projects**INTRODUCED:** 02/16/2005**DISPOSITION:** Failed**LOCATION:** ASSEMBLY**SUMMARY:**

Requires the Department of Transportation, prior to finalizing design and commencing construction on a state highway project, including a project not requiring preparation of full-scale environmental documents, to first meet and confer with the governing body of the affected city or county, and to thereafter hold at least one public meeting at a time and place that is convenient for the community.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject: Transport

CA AB 697

AUTHOR: Oropeza (D)**TITLE:** Highway Users Tax Account: Appropriation of Funds**INTRODUCED:** 02/17/2005**DISPOSITION:** Failed**LOCATION:** ASSEMBLY**SUMMARY:**

Provides that all moneys in the Highway Users Tax Account in the Transportation Tax Fund from the prior fiscal year are on continuously appropriated and may be encumbered for certain purposes until the Budget Act is Enacted.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

COMMENTARY:

Amendment requested relates to facilitating the CPG reimbursement process. CSAC is a sponsor of the bill.

Position: SCAG-Sup&Amend 04/15/2005**Subject:** Revenue/Bond, Transport

CA AB 850

AUTHOR: Canciamilla (D)**TITLE:** Toll Road Agreements**FISCAL COMMITTEE:** yes**URGENCY CLAUSE:** no**INTRODUCED:** 02/18/2005**LAST AMEND:** 05/03/2005**DISPOSITION:** Failed**LOCATION:** ASSEMBLY**SUMMARY:**

Relates to the Department of Transportation. Authorizes the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects. Authorizes tolls to be collected after the termination of a franchise agreement

period. Authorizes the department to construct and operate a high-occupancy vehicle and other preferential lanes as toll facilities.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Position: CALCOG-Sup, SCAG-Sup 05/05/2005

Subject: Transport

CA AB 1020

AUTHOR: Hancock (D)

TITLE: Transportation Planning: Improved Travel Model

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/22/2005

LAST AMEND: 01/23/2006

DISPOSITION: Pending

LOCATION: Senate Transportation and Housing Committee

SUMMARY:

Requires the Department of Transportation to provide notice to the Legislature on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway. Requires certain planning organizations and agencies using travel models to use models that incorporate specified factors.

STATUS:

02/02/2006

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject: Transport

CA AB 1157

AUTHOR: Frommer (D)

TITLE: State Highways: Performance Measures

INTRODUCED: 02/22/2005

LAST AMEND: 02/08/2006

DISPOSITION: Pending

LOCATION: Senate Transportation and Housing Committee

SUMMARY:

Requires the Department of Transportation to develop specified performance measures to establish an evaluation and rating of the overall quality of the state highway system. Requires an annual report to the Legislature in that regard.

STATUS:

02/08/2006

From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.

02/08/2006 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Subject: Transport

CA AB 1197

AUTHOR: Gordon (D)

TITLE: Aviation: Southern California Regional Aviation

INTRODUCED: 02/22/2005

DISPOSITION: Failed

LOCATION: ASSEMBLY

SUMMARY:

Establishes the Southern California Regional Aviation Commission to facilitate the regional distribution of aviation services to existing airports throughout southern California.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject: Transport

CA AB 1266

AUTHOR: Niello (R)

TITLE: State Highways: Design-Sequencing Contracts

FISCAL COMMITTEE: yes

URGENCY CLAUSE: no

INTRODUCED: 02/22/2005

LAST AMEND: 05/04/2005

DISPOSITION: Failed

LOCATION: ASSEMBLY

SUMMARY:

Authorizes the Department of Transportation to award design-sequencing contracts for the design and construction of not more than 4 additional transportation projects, to be selected by the Director of

Transportation.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Position:

CALCOG-Sup, SCAG-Sup 04/15/2005

Subject:

Transport

CA AB 1276

AUTHOR:

Oropeza (D)

TITLE:

Intermodal Corridors of Economic Significance

INTRODUCED:

02/22/2005

DISPOSITION:

Failed

LOCATION:

ASSEMBLY

SUMMARY:

Requires the Department of Transportation, in cooperation with regional transportation planning agencies, to establish a task force for the purposes of developing a strategy for avoiding congestion along the state's intermodal corridors of economic significance, and to develop and apply freight oriented performance measures on those corridors.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject:

Transport

CA AB 1277

AUTHOR:

Evans (D)

TITLE:

Highway Users Tax Account: State Highway Account

INTRODUCED:

02/22/2005

DISPOSITION:

Failed

LOCATION:

ASSEMBLY

SUMMARY:

Provides that all moneys in the Highway Users Tax Account in the Transportation Tax Fund and in the State Highway Account in the State Transportation Fund are continuously appropriated and may be encumbered in any year in which a Budget Act has not been enacted by July 1 for the fiscal year beginning on July 1.

STATUS:

01/31/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject:

Revenue/Bond, Transport

CA AB 1699

AUTHOR:

Frommer (D)

TITLE:

Transportation: Highway Construction

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

LAST AMEND:

05/27/2005

DISPOSITION:

Pending - Carryover

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Authorizes transportation agencies administering local voter-approved transportation sales tax measures to use a specified design-build process for bidding of a maximum of 8 state highway construction projects with a certain total cost, with the projects to be selected by the Transportation Commission. Requires bidders to provide certain information. Requires design-build bidders to provide certain information in a questionnaire submitted to the transportation agency.

STATUS:

06/15/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA AB 1783

AUTHOR:

Nunez (D)

TITLE:

Infrastructure Financing

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

01/04/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Provides for the financing of state and local government infrastructure through various funding sources, including bonds, fees, assessments, and other sources. Funds transportation, flood control, safe water systems, environmental improvement, housing, hospital seismic safety repair, and emergency public

safety communications equipment.

STATUS:

01/04/2006

INTRODUCED.

CA AB 1785

AUTHOR:

Bermudez (D)

TITLE:

Grade Separation Projects

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/04/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Increases the amount required to be budgeted for allocation to grade separation projects.

STATUS:

01/19/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 1831

AUTHOR:

Jones (D)

TITLE:

Critical Infrastructure Facilities Bond Acts

INTRODUCED:

01/10/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Enacts the Critical Infrastructure Facilities Bond Act of 2006. Authorizes bonds for the construction or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities.

STATUS:

01/10/2006

INTRODUCED.

CA AB 1838

AUTHOR:

Oropeza (D)

TITLE:

Transportation Bond Acts of 2006, 2008, and 2012

INTRODUCED:

01/10/2006

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Authorizes general obligation bonds for various transportation purposes. Pledges a percentage of existing fuel excise taxes and truck weight fees to offset the general fund cost for bond debt service. Authorizes transportation entities to use a design-build process for contracting on transportation projects.

STATUS:

01/10/2006

INTRODUCED.

CA AB 1853

AUTHOR:

Matthews (D)

TITLE:

Railroad-Highway Crossings: Grade Separation Projects

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/13/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Requires the Public Utilities Commission, in establishing a project priority list, to specifically assess a grade separation or alteration project for railroad crossing blocking delays that disproportionately affect emergency services.

STATUS:

01/26/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA AB 1879

AUTHOR:

Lieber (D)

TITLE:

Vehicles: HOV Lanes

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

01/19/2006

DISPOSITION:

Pending

LOCATION:

Assembly Transportation Committee

SUMMARY:

Requires a local authority if it authorizes or permits exclusive or preferential use of highway lanes or highway access ramps for high-occupancy vehicles, to also extend the use of those lanes or ramps to vehicles that have been issued distinctive decals, labels or other identifiers because the vehicles meet

conditions specified.

STATUS:

01/30/2006

To ASSEMBLY Committee on TRANSPORTATION.

CA ACA 4 **AUTHOR:** Plescia (R)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
LAST AMEND: 05/09/2005
DISPOSITION: Pending
LOCATION: Assembly Appropriations Committee
SUMMARY:
Proposes an amendment to the Constitution that relates to existing law which requires that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund. Deletes the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.
STATUS:
01/09/2006 From ASSEMBLY Committee on TRANSPORTATION: Be adopted to Committee on APPROPRIATIONS.
Position: CALCOG-Sup
Subject: Revenue/Bond, Transport

CA ACA 7 **AUTHOR:** Nation (D)
TITLE: Local Governmental Taxation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/06/2004
DISPOSITION: Pending - Carryover
LOCATION: Assembly Appropriations Committee
SUMMARY:
Proposes a Constitutional Amendment to change the 2/3 voter-approval requirement for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. Makes technical nonsubstantive changes to these provisions.
STATUS:
05/25/2005 In ASSEMBLY Committee on APPROPRIATIONS: Heard, remains in Committee.
Position: CSAC-Sup, CSAC-Sup, League-Sup 03/08/2005
Subject: Revenue/Bond, Transport

CA SB 371 **AUTHOR:** Torlakson (D)
TITLE: Public Contracts: Design-Build: Transportation
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2005
LAST AMEND: 01/23/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Declares the intent of the Legislature to enact legislation that would develop an alternative and optional procedure for bidding on highway, bridge, tunnel, or public transit construction projects in the jurisdiction of any county, local transportation authority or local or regional transportation entity. Authorizes the Department of Transportation to develop an alternative bidding procedure for highway, bridge, or tunnel projects on the state highway system.
STATUS:
01/30/2006 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
Position: SCAG-Sup 04/15/2005
Subject: Transport

CA SB 561 **AUTHOR:** Runner G (R)
TITLE: Toll Road Agreements
FISCAL COMMITTEE: yes
URGENCY CLAUSE: yes
INTRODUCED: 02/18/2005
LAST AMEND: 05/24/2005

DISPOSITION: Failed
LOCATION: SENATE
SUMMARY:

Authorizes the Department of Transportation to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, subject to certain requirements and conditions. Authorizes tolls to be collected after the termination of the franchise agreement period, subject to approval of the Transportation Commission. Requires such agreement to allow the department to open a competitive state facility in the same corridor.

STATUS:

01/31/2006 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
Position: CALCOG-Sup
Subject: Transport

CA SB 760

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Security Enhancement
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending - Carryover
LOCATION: Assembly Appropriations Committee
SUMMARY:

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:

06/27/2005 From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.
Position: SCAG-Watch 05/05/2005
Subject: Transport

CA SB 1020

AUTHOR: Migden (D)
TITLE: County Sales and Use Taxes: Rate Increase
INTRODUCED: 02/22/2005
DISPOSITION: Failed
LOCATION: SENATE
SUMMARY:

Authorizes a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. Requires a county or city and county that imposes this additional rate to deposit all revenues derived therefrom, less specified administrative costs, into a local transportation fund. Requires a county or city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.

STATUS:

01/31/2006 In SENATE. Returned to Secretary of Senate pursuant to Joint Rule 56.
Position: CALCOG-Sup
Subject: Revenue/Bond, Transport

CA SB 1024

AUTHOR: Perata (D)
TITLE: Public Works and Improvements: Bond Measure
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 01/26/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Enacts the Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to authorize general obligation bonds for the state transportation improvement program, levee improvements, passenger rail improvements, restoration of Proposition 42 funds, port infrastructure and security, trade corridors, transit security, grade separation, local bridge seismic projects, state-local transportation projects, emissions reduction, environmental enhancement, transit-oriented development, and housing for infill.

STATUS:

01/30/2006 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY.
Position: CALCOG-Sup, SCAG-Watch 05/05/2005

Subject: Revenue/Bond, Transport

CA SB 1161

AUTHOR: Alarcon (D)
TITLE: State Highways: Design-Sequencing Contracts
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Relates to existing law authorizing the Department of Transportation, to conduct a pilot project to award design-sequencing contracts for the design and construction of not more than 12 transportation projects. Authorizes the department to award contracts for projects using the design-sequencing contract method, certain requirements are met.

STATUS:

01/19/2006 To SENATE Committee on TRANSPORTATION AND HOUSING.

CA SB 1163

AUTHOR: Ackerman (R)
TITLE: Critical Infrastructure Facilities Bond Acts
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: Senate Judiciary Committee
SUMMARY:

Enacts the California Critical Infrastructure Facilities Bond Act of 2006. Authorizes bonds for purposes of financing the acquisition, construction, or renovation of state trial court facilities, state park system capital assets, mental health hospitals, and certain other state facilities.

STATUS:

01/30/2006 In SENATE Committee on JUDICIARY: Heard, remains in Committee.

CA SB 1165

AUTHOR: Dutton (R)
TITLE: Transportation Bond Acts of 2006, 2008, and 2012
INTRODUCED: 01/10/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Authorizes state general obligation bonds for various transportation purposes. Authorizes certain state and local transportation entities to use a design-build process for contracting on transportation projects.

STATUS:

01/19/2006 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

CA SCA 7

AUTHOR: Torlakson (D)
TITLE: Transportation Investment Fund
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
LAST AMEND: 01/12/2006
DISPOSITION: Pending
FILE: 18
LOCATION: Senate Third Reading File
SUMMARY:

Proposes an amendment to the Constitution to make a nonsubstantive change to a specified Article which states that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund for allocation for various transportation purposes; authorizes this transfer to be suspended in whole or in part for a fiscal emergency by proclamation of the Governor and the enactment of a statute by the Legislature.

STATUS:

01/31/2006 In SENATE. Read second time. To third reading.
Subject: Revenue/Bond, Transport

CA ACA 4 a

AUTHOR: Keene (R)
TITLE: State Finances
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/20/2005
LAST AMEND: 04/11/2005
DISPOSITION: Pending
LOCATION: Assembly Budget Process Committee

SUMMARY:

Proposes a Constitutional amendment that requires, rather than authorizes, the Governor to issue a proclamation declaring a fiscal emergency, and specifies that the proclamation would be issued when the Governor determines either that General Fund revenues will decline below the estimate of General Fund revenues upon which the Budget Bill for that fiscal year was based, or that General Fund expenditures will increase above that estimate of General Fund revenues, or both, by a specified amount.

STATUS:

04/11/2005

From ASSEMBLY Committee on BUDGET PROCESS with author's amendments.

04/11/2005

In ASSEMBLY. Read second time and amended. Re-referred to ASSEMBLY Committee on BUDGET PROCESS.

COMMENTARY:

Prop 42 provisions only

Position:

SCAG-Sup&Amend 05/05/2005

Subject:

Revenue/Bond, Transport

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Private file: Transit

CA AB 372

AUTHOR: Nation (D)
TITLE: Public Contracts: Transit Design-Build Contracts
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/11/2005
LAST AMEND: 01/11/2006
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:

Extends the duration of provisions of existing law that authorize transit operators to enter into a design-build contract according to specified procedures.

STATUS:

01/26/2006

To SENATE Committee on TRANSPORTATION AND HOUSING.

CA AB 948

AUTHOR: Oropeza (D)
TITLE: Design-Build and Transit Operators
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/13/2005
DISPOSITION: Pending - Carryover
FILE: A-17
LOCATION: Senate Inactive File
SUMMARY:

Specifies that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program.

Changes the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than specified amount.

STATUS:

07/11/2005

In SENATE. To Inactive File.

Position:

CALCOG-Sup

Subject:

Transit, Transport

CA AB 1649

AUTHOR: Liu (D)
TITLE: Metro Foothills Gold Line Construction Authority
INTRODUCED: 02/22/2005
DISPOSITION: Failed
LOCATION: ASSEMBLY
SUMMARY:

Changes the name of the Pasadena Metro Blue Line Construction Authority to the Metro Foothills Gold Line Construction Authority and revises the composition of its governing board's membership. Specifies a schedule for construction of the light rail project and requires the Los Angeles County Metropolitan Transportation Authority to submit a financial plan to the Legislature for this construction.

STATUS:

02/06/2006

From Committee: Filed with the Chief Clerk pursuant to JR 56. Died pursuant to Art. IV, Sec. 10(c) of the Constitution.

Subject:

Transit

MEMO

Date: March 2, 2006

To: Transportation and Communications Committee

From: Alan Bowser, Senior Regional Transportation Planner
(213-236-1843) or Bowser@scag.ca.gov

RE: Letter of Completion for I-15 Corridor Comprehensive Study (RSTIS)

SUMMARY

The Regionally Significant Transportation Investment Study (RSTIS) Peer Review Group heard final presentations on January 19, 2006 for the I-15 Corridor Comprehensive Study (RSTIS). The Peer Review Group Members agreed that the study presented was complete (see Attachment A) and met the regional (2004 RTP) and federal requirements as outlined in TEA-21, and could thus be provided a Letter of Completion.

The Letter of Completion documents the Peer Review Group's agreement regarding the successful completion of the RSTIS process. This item confirms that SCAG will provide, under signature of the Director of Planning and Policy Department, a Letter of Completion according to adopted SCAG guidelines for the RSTIS Process.

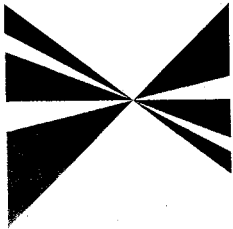
BACKGROUND

Once the provision of the Letter of Completion has been agreed upon, the RSTIS (formerly MIS) Process is complete and draft/final environmental analysis can be initiated/completed, if required for the Locally Preferred Strategy and/or selected alternatives. If the locally preferred long-term strategy is different from the currently adopted 2004 Regional Transportation Plan (applicable in this case) it can be presented to the Regional Council for consideration as an amendment to the adopted Plan.

attachment

Note: The January 19, 2006 RSTIS Meeting Summary is available upon request (Al Bowser, 213-236-1843).

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Monica • Alex Padilla, Los Angeles • Bernard
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Reyes, Los Angeles • Bill Rosendahl, Los Angeles
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Tonia Reyes Uranga, Long Beach • Antonio
Villaraigosa, Los Angeles • Dennis Washburn,
Calabasas • Jack Weiss, Los Angeles • Herb I.
Wesson, Jr., Los Angeles • Dennis Zine, Los
Angeles

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Christine Barnes, La Palma • John Beaman,
Brea • Lou Bone, Tustin • Art Brown, Buena Park
• Richard Chavez, Anaheim • Debbie Cook,
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Beach

Riverside County: Jeff Stone, Riverside County •
Thomas Buckley, Lake Elsinore • Bonnie
Flickinger, Moreno Valley • Ron Loveridge,
Riverside • Greg Pettis, Cathedral City • Ron
Roberts, Temecula

San Bernardino County: Gary Ovitt, San
Bernardino County • Lawrence Dale, Barstow •
Paul Eaton, Montclair • Lee Ann Garcia, Grand
Terrace • Tim Jasper, Town of Apple Valley • Larry
McCallon, Highland • Deborah Robertson, Rialto
• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

January 19, 2006

tony
Mr. Tony Grasso
Executive Director
SANBAG
1170 W. Third St., 2nd Flr.
San Bernardino, CA 92410-1715

Attn: Steve Smith

**Subject: Letter of Completion for the I-15 Corridor Comprehensive Study
(RSTIS)**

Dear Mr. Grasso:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from ISTEA passage. The Major Investment Study (MIS) is one of these ISTEA requirements.

Subsequently, TEA-21 removed the requirement for a "stand-alone" MIS, the U.S. Department of Transportation (DOT) issued proposed new MIS regulations and guidance, expected to be finalized in 2001, and FHWA has advised observing existing MIS guidance until DOT guidelines are finalized.

SCAG's adopted 2004 RTP requires a transportation alternatives analysis study for all regionally significant transportation investments (RSTIS) that might utilize federal funds. Projects in this category are usually capacity adding transit and/or highway improvements.

In addition to an alternatives analysis, RSTIS components also include (1) determining purpose and need, (2) public involvement and (3) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA, State Resource Agencies and other investment stakeholders.

The range of alternatives considered in the I-15 Corridor Comprehensive Study (RSTIS) is sufficient to meet RSTIS Guidelines as adopted by SCAG's

Transportation and Communications Committee. SANBAG conducted an exemplary outreach process that provided adequate opportunities for public involvement. Moreover, numerous community-level and corridor-wide meetings including the RSTIS Peer Review Group facilitated public agency involvement and consultation during the study process.

On January 19, 2006 the *RSTIS Peer Review Group* met and determined that the I-15 Corridor Comprehensive Study (RSTIS) meets SCAG and FTA/FHWA requirements, by selecting a three-part, near and long-term locally preferred strategy. The two long-range project alternatives are ready to advance from the planning phase to the project development phase as necessary.

The final selection between Strategy D and the Strategies C & E Hybrid remains open at this time; it is expected that the final recommendation for long-term I-15 Corridor improvements will be developed by SANBAG, Caltrans, and SCAG staff following the completion of the Multi-County Goods Movement Action Plan (2007).

Attachment A ¹ is a part of this LOC. It documents the Locally Preferred Strategy and describes next steps required to advance the near-term project recommendations.

This correspondence documents the RSTIS Peer Review Group findings that the I-15 Corridor Comprehensive Study (RSTIS) meets Metropolitan Planning Rules and is therefore granted this *Letter of Completion*. If you have any questions please contact me at (213) 236-1889 or Al Bowser at (213) 236-1843.

Sincerely,



Hasan Ikhrata

Director of Planning and Policy

¹ Attachment A – I-15 Corridor Comprehensive Study (RSTIS) - Locally Preferred Strategy

cc: Ty Schuiling, Director, SANBAG
Gary Green, Caltrans District 8
Alta-Grace Balmir, FTA/FHWA Los Angeles Metro Office
Robert Cady, FHWA
Alan Bowser/RSTIS File, SCAG

I-15 Corridor Comprehensive Study (RSTIS) - Locally Preferred Strategy¹
(SR-60 to Mojave River)

Attachment A documents the Locally Preferred Strategy (LPS) in summary form and describes next steps agreed to by the study's project team, project Technical Advisory Committee (TAC), and the Project Policy Committee.

The LPS recommendation has three parts:

- Part 1: Implementation of Strategy B TDM/TSM elements
- Part 2: Reconfiguration of the 15/I-215 Interchange
- Part 3: Delineation of two future build strategies to advance for further project development
 1. Strategy D – Dedicated Truck Lanes (two lanes in each direction from SR-60 to the Mojave River)
 - Option A: With Provision for long combination vehicles (LCVs)
 - Option B: Without provision for LCVs
 2. Strategies C & E Hybrid - Reversible Managed Lanes with HOV Lanes (two reversible lanes from SR-210 to US-395 and the addition of one HOV lane and one general-purpose lane in each direction south of SR-210 and north of US-395)

The final selection between Strategy D and the Strategies C & E Hybrid needs to remain open at this time, and it is expected that an additional recommendation for long term I-15 improvements will be developed by SANBAG, Caltrans, and SCAG staff following the completion of the Multi-County Goods Movement Action Plan.

¹ Pages 13 thru 19 of the I-15 Corridor Comprehensive Study's (RSTIS) Final Report/Executive Summary (December 2005) are included on the pages that follow and provide detailed descriptions of the 3-part Locally Preferred Strategy.

**Executive Summary EXCERPT
January 19, 2006 RSTIS Meeting**

I-15 Comprehensive Corridor Study

Final Report

Prepared for:

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)
SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS), DISTRICT 8**

Prepared by:

PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

In Association with:

**Cambridge Systematics
Tioga Group
Associated Engineers
Arellano Associates
Kimley-Horn and Associates
Economics & Politics, Inc.
Counts Unlimited**

December 20, 2005

1.8 LOCALLY PREFERRED STRATEGY

Recommendations for the I-15 study corridor were formulated based on the detailed evaluation of the five strategies, as well as on the public outreach efforts described in the previous sections. The recommendations also acknowledge the status of ongoing planning initiatives by the cooperative client agencies for the study. The final recommendations to be carried forward into future phases of the project development process were based on consecutive consideration by the project team, project Technical Advisory Committee (TAC), and the Project Policy Committee. The Project Policy Committee consisted of the members of the SANBAG Plans and Programs Committee (PPC) plus several elected representatives from Riverside County.

The project team worked with the TAC throughout the analysis process to both inform and receive input on the analysis methodology and results. This process culminated in the April 11, 2005 TAC meeting where the project team's preliminary recommendations were presented to the TAC for consideration and were approved and supported by the TAC. These recommendations were then carried forward to the Project Policy Committee. At the April 20, 2005 PPC meeting, the Project Policy Committee reviewed and approved the project team and TAC's recommendations with one addendum; the inclusion of one additional general-purpose lane per direction north of US-395 and south of SR-210 in the Strategy C & E Hybrid option in addition to the HOV lanes identified for these segments.

The recommendation has three parts. These parts are as follows and are discussed in more detail in the subsections below:

- ◆ *Part 1: Implementation of Strategy B TDM/TSM elements*
- ◆ *Part 2: Reconfiguration of the 15/I-215 Interchange*

- ◆ *Part 3: Delineation of two future build strategies to advance for further project development*
 - *Strategy D – Dedicated Truck Lanes (two lanes in each direction from SR-60 to the Mojave River)*
 - *Option A: With Provision for long combination vehicles (LCVs)*
 - *Option B: Without provision for LCVs*
 - *Strategies C & E Hybrid - Reversible Managed Lanes with HOV Lanes (two reversible lanes from SR-210 to US-395 and the addition of one HOV lane and one general-purpose lane in each direction south of SR-210 and north of US-395)*

1.8.1 Recommendation Part 1: Implementation of Strategy B TDM/TSM Elements

The first part of the recommendation involves the implementation of Strategy B (TDM/TSM). Strategy B consists of travel demand management (TDM) and transportation system management (TSM) elements that address existing and future needs in the corridor. The implementation of such measures provides modest benefit to the corridor for a limited cost and with low impacts. For this reason, the elements of Strategy B should be implemented within the study corridor irrespective of any further capital improvements in the corridor, at a time when each of the elements is warranted based on operational need and cost-effectiveness.

1.8.2 Recommendation Part 2: Reconfiguration of I-15/I-215 Interchange

The results of the review of existing conditions on I-15 and findings from the public outreach efforts associated with the study both clearly identify the immediate need to reconfigure the I-15/I-215 interchange to better facilitate primary traffic movements. This interchange is recognized as the primary bottleneck in the corridor and improvement of the interchange was identified as the highest priority for this corridor.

Improvement of the I-15/I-215 interchange is the highest priority need in the corridor, and should be the focus of near-term project implementation efforts. As a first step, Caltrans is undertaking two State Highway Operation and Protection Program (SHOPP) projects to provide better operations through this interchange area. The first project (recently completed) eliminated the lane drop for northbound traffic on the transition from I-15 onto the merged freeway with I-215. This additional lane becomes an auxiliary lane which exits the northbound freeway at Kenwood Avenue. The second project, currently in final design, provides an auxiliary lane from Kenwood Avenue north to Cleghorn Road.

To fully address this most critical need in the corridor, complete reconstruction of the interchange is needed. The new design should enable traffic remaining on I-15 to pass through the interchange without changing lanes, and should maintain the I-15 through lanes without a lane drop.

Currently there are no plans being developed for this type of improvement, though the recently-extended Measure I program includes a substantial amount of funding to improve this interchange. Major reconfiguration to the I-15/I-215 interchange could

proceed as a stand-alone project with independent utility and benefit regardless of the final LPS selection. With appropriate considerations, the reconfigured I-15/I-215 interchange could accommodate the future implementation of either candidate LPS along with the connection of Cajon Boulevard through the interchange.

SANBAG and Caltrans should consider promptly initiating appropriate project development efforts (a Project Study Report or a combination Project Study Report/Project Report) to identify more specifically the preferred design and estimated cost to improve this interchange to accommodate long-term traffic needs (including bypass lanes to remove trucks from the merge areas, and with the ability to fit either of the final two corridor improvement strategies). The preliminary cost estimates for the reconfiguration of the interchange range from approximately \$60 million to \$140 million depending on the extent of inclusion of ancillary improvements such as the truck bypass lanes.

At its meeting on December 12, 2005, the I-15 Technical Advisory Committee identified funding of the Project Study Report (PSR) or Project Study Report/Project Report (PSR/PR) for the I-15/I-215 interchange reconfiguration as a "primary goal for FY 2006-2007". If the PSR and PR are undertaken sequentially, it is expected that the preparation and approval of the PSR will take 1 year to 2 years to complete. Combining the PSR and PR has the potential for streamlining the project development efforts. These project development efforts will need to be considered in the context of the preparation of SANBAG's Measure I Strategic Plan.

With the completion of a PSR, funding could be provided to initiate the preparation of a Project Report and Environmental Documentation (PR/ED) in FY 2007-2008. This process will allow for the preparation of preliminary engineering for the interchange modification and the detailed evaluation of environmental impacts associated with the improvements. Since the proposed improvements are likely to be contained predominately within existing Caltrans rights-of-way, it is possible that the PR/ED could be completed in 12 months to 18 months leading to Final Design in FY 2009-2010.

The Final Design phase of the project would result in the preparation of detailed Plans, Specifications and Estimates (PS&E) for the interchange reconfiguration. These documents support the process for soliciting bids for the construction of the project and the completion of Final Design in FY 2010-2011 could allow construction to commence in FY 2011-2012. Completion of this project may take 2 years to 3 years depending of specific requirements for project phasing to allow traffic operations to be maintained during construction. Alternative construction delivery methods may also be appropriate for the I-15/I-215 interchange.

1.8.3 Recommendation Part 3: Advance Two Future Build Strategies for Further Evaluation and Project Development

The results of the alternatives analysis and public outreach highlighted the relative benefits and associated costs of implementing the various strategies previously identified. However, the findings of these efforts also highlighted contrasting results that require more detailed evaluation and assessment to delineate the most appropriate

improvement strategy for the corridor. For this reason, it is recommended that two future build strategies be advanced for further detailed evaluation and comparison as part of the project development process, ultimately leading to the identification of a locally preferred strategy: Strategy D (Dedicated Truck Lanes) and the Strategies C & E Hybrid (Reversible Managed Lanes with HOV Lanes).

Specifically, it is believed that the final selection between Strategy D and the Strategies C & E Hybrid needs to remain open at this time for the following reasons:

- ◆ Strategy D has an estimated cost range of \$2.0 billion to \$3.5 billion to implement. To be most effective, the dedicated truck lanes (Strategy D) should be part of a regional system. Yet there are multiple uncertainties concerning the feasibility and funding of the dedicated truck lanes. The regional truck lane system cannot be ruled out at this point nor can it be assumed to be feasible and fundable. A conclusion on the feasibility of the regional truck lane system will be reached as part of the Multi-County Goods Movement Action Plan (Action Plan). This effort will not be completed until late in calendar year 2006.
- ◆ The Strategies C & E Hybrid (reversible managed lanes) is feasible, fundable, and provides substantial benefits to both local and regional travelers. Strategy C & E has an estimated cost range of \$632 million to \$913 million to complete making it substantially lower in cost than Strategy D. However, it provides slightly less overall traffic benefit than Strategy D. The effectiveness and use of high occupancy vehicle lanes has been demonstrated in recent studies by the Los Angeles County Metropolitan Transportation Authority (MTA) and SCAG. The HOV lanes are therefore included in this alternative to maintain regional HOV lane connectivity.

It is expected that an additional recommendation for long term I-15 improvements will be developed by SANBAG, Caltrans, and SCAG staff following the completion of the Multi-County Goods Movement Action Plan.

1.9 FINANCIAL PLAN FOR THE LPS

A total of three financial strategies were evaluated in detail, one applicable to reversible managed lanes and the remaining two applicable to exclusive truck lanes. As a base assumption, the financial strategies attempted to self-finance the LPS to the extent possible by imposing tolls on the vehicles that use the new reversible managed or truck lanes, depending on which strategy is ultimately adopted. The three financial strategies evaluated are as follows:

1. **Combination HOT/HOV Lanes:** This alternative has two reversible managed high occupancy vehicle or toll-paying vehicle (HOT) lanes on I-15 from SR-210 to US-395. South of SR-210 and north of US-395, this alternative was analyzed as having one high occupancy vehicle only (HOV) lane in each direction. Tolls were assumed to be collected only on the reversible managed lanes portion.

2. **Truck Toll Lanes:** This alternative has two exclusive truck toll lanes in each direction for the entire length of the corridor from SR-60 to D Street. This alternative assumes Longer Combination Vehicles (LCVs) do not use the truck toll lanes. Two variations of this alternative were considered:
 - a. Without Mojave River to Bear Valley Road segment on an elevated structure, and
 - b. With Mojave River to Bear Valley Road segment on an elevated structure.
3. **LCV Toll Lanes:** From an engineering and design perspective, this alternative is similar to the Truck Toll Lanes alternative. However, from the financial perspective this strategy differs in that it assumes LCV trucks are able to use the truck toll lanes, but not the existing mixed-flow lanes. This alternative also assumes non-LCV trucks continue to use the mixed-flow lanes, but do not use the truck toll lanes. For this alternative to be possible, additional investments would be required for infrastructure outside of this corridor for LCVs to reach I-15. The financial analysis does not include the cost implications of this additional infrastructure. Two variations of this alternative were considered:
 - a. Without Mojave River to Bear Valley Road segment on an elevated structure, and
 - b. With Mojave River to Bear Valley Road segment
 - c. on an elevated structure.

Conclusions about each of these three financial strategies are as follows:

- ◆ **Combination HOT/HOV Lanes:** This financial strategy will not generate sufficient toll revenues to fully fund construction of the Strategies C and E Hybrid. At most \$665 million or 59 percent of the \$1.14 billion escalated construction cost (inflated to anticipated year of construction value) could be financed by leveraging the net revenue collected from HOT lane tolls. The remaining \$470 million in construction costs would have to be funded through other federal, state and local sources.

The construction cost for this strategy includes the sum of both reversible managed lanes and HOV lane improvements although only the managed lanes segments (US-395 to SR-138, SR-138 to I-215 and I-215 to SR-210) are revenue producing. If the cost of the managed lanes element is separated from the HOV lane component, the full construction cost of the reversible managed lanes (approximately \$650 million) could be financed by leveraging the net revenue collected from tolls.

- ◆ **Truck Toll Lanes:** The financial analysis indicates that the annual revenue from truck lane tolls is similar in magnitude to the annual operating and maintenance cost for the truck lanes. Because of this unfavorable financial operating scenario, none of the \$4.6 billion¹ escalated construction cost can be financed by leveraging the net toll revenue. Significant infusion of funding from federal, state and local sources or other types of non-toll user charges will be needed to make this project financially feasible.

¹ \$5.3 billion if the Mojave River to Bear Valley Road elevated structure is included.

- ♦ **LCV Toll Lanes:** This financial analysis strategy will not generate sufficient toll revenues to fully fund construction of Strategy D, Dedicated Truck Lanes. At most, \$1.5 billion or 32 percent of the \$4.6 billion construction cost of the LCV Lanes Alternative without the Mojave River to Bear Valley Road elevated structure could be financed by leveraging the net revenue collected from truck lane tolls. If the elevated structure is included, the cost goes up to \$5.3 billion. About 28 percent of this cost can be covered with project-related debt instruments. The remaining \$3.15 billion in construction costs (\$3.8 billion with the elevated structure) would have to be funded through other federal, state and local sources or other types of non-toll user charges. It is important to note, however, that an effective LCV strategy would need to extend lanes for LCVs on I-15 from the Mojave River (the north end of the corridor for this study) to the Nevada State Line, so that the LCVs could continue through Nevada, Utah, and Colorado, to the extent possible. The costs of extending the lanes to the Nevada State Line are not included in the costs for this alternative.

1.10 IMPLEMENTATION PLAN FOR THE LPS

Selection of a Locally Preferred Strategy (LPS) for the I-15 Corridor establishes the long-term blueprint for meeting corridor transportation needs over the next 25-30 years. Achievement of this vision involves a multi-step process to plan, fund, design, and construct the various components of the overall strategy. Phased implementation is essential, since funding will be obtained incrementally over time and improvements are not immediately needed throughout the corridor.

The analysis of implementation issues culminated in the development of two action plans: one for the critical near-term improvements to the I-15/I-215 interchange, and one for the long-term corridor improvement process. Each action plan includes near-term steps and the responsible agency, followed by an overview of subsequent steps leading to ultimate implementation of the LPS. These action plans are summarized in the sub-sections below:

1.10.1 Near-Term Improvements Action Plan: I-15/I-215 Interchange

Next Steps:

1. Complete design of the SHOPP project (auxiliary lane from Kenwood Avenue to Cleghorn Road – anticipated to be completed in FY 2005-2006) – Caltrans
2. Construct auxiliary lane from Kenwood Avenue to Cleghorn Road (construction expected to commence in FY 2006-2006) – Caltrans
3. Conduct a PSR and PR/ED for the major interchange improvement (funding PSR identified as a primary goal for FY 2006-2007) – SANBAG and Caltrans.
4. Perform preliminary design and environmental clearance for improvements to Cajon Boulevard (potentially part of PR/ED for I-15/I-215 interchange) – SANBAG and County of San Bernardino.

Overview of subsequent steps leading to reconstruction of the interchange:

1. Identify funding for the I-15/I-215 interchange reconstruction – SANBAG and Caltrans,
2. Perform final design of I-15/I-215 interchange improvements – SANBAG and Caltrans.
3. Acquire right-of-way for I-15/I-215 interchange improvements – Caltrans.
4. Construct I-15/I-215 interchange improvements – Caltrans.
5. Identify funding for Cajon Boulevard improvements (connecting Cajon Boulevard through the I-15/I-215 interchange could potentially be part of the overall funding package for the I-15/I-215 interchange) – SANBAG and County of San Bernardino.
6. Perform final design of Cajon Boulevard improvements – County of San Bernardino.
7. Acquire right-of-way for Cajon Boulevard improvements – County of San Bernardino.
8. Construct Cajon Boulevard improvements – County of San Bernardino.

1.10.2 Long-Term Improvements Action Plan: I-15 Corridor Projects

Next Steps:

1. Based upon results of Multi-County Goods Movement Action Plan, adopt the final LPS for the I-15 Corridor – SANBAG.
2. Request SCAG to include the final LPS in the 2008 RTP update.

Overview of Long-term Corridor Improvement Process:

1. Conduct PSRs for the corridor mainline improvements by segment: southern (SR-60 to SR-210), central (SR-210 to US-395), and northern (US-395 to Mojave River) – SANBAG and Caltrans. Include consideration of need for auxiliary lanes in design studies.
2. Identify funding for the corridor mainline improvements – SANBAG and Caltrans.
3. Conduct PR/EDs for the corridor mainline improvements by segment – SANBAG and Caltrans.
4. Perform final design of the corridor mainline improvements by segment – SANBAG and Caltrans.
5. Acquire right-of-way for corridor mainline improvements by segment – Caltrans.
6. Construct corridor mainline improvements by segment – Caltrans.

Overview of Ongoing TSM/TDM Strategy Implementation

1. Work with corridor cities to plan, design, and implement Intelligent Transportation Systems strategies for the corridor – SANBAG and Caltrans.
2. Work with the California Highway Patrol to identify opportunities and means to enhance enforcement through the corridor – SANBAG and Caltrans.
3. Identify opportunities and means to enhance freeway service patrol in the corridor – SANBAG.
4. Work with Victor Valley Transit and Omnitrans to identify opportunities and means to increase express transit service between the high desert and the Valley area – SANBAG.

MEMO

Date: March 2, 2006

To: Transportation and Communications Committee

From: Alan Bowser, Senior Regional Transportation Planner
(213-236-1843) or Bowser@scag.ca.gov

RE: Letter of Completion for "E" Street Transit Corridor (RSTIS)

SUMMARY

The Regionally Significant Transportation Investment Study (RSTIS) Peer Review Group heard final presentations on January 19, 2006 for the "E" Street Transit Corridor (RSTIS). The Peer Review Group Members agreed that the study presented was complete (see Attachment A) and met the regional (2004 RTP) and federal requirements as outlined in TEA-21, and could thus be provided a Letter of Completion.

The Letter of Completion documents the Peer Review Group's agreement regarding the successful completion of the RSTIS process. This item confirms that SCAG will provide, under signature of the Director of Planning and Policy Department, a Letter of Completion according to adopted SCAG guidelines for the RSTIS Process.

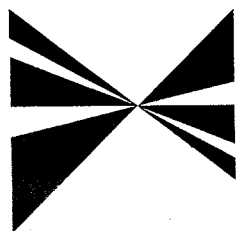
BACKGROUND

Once the provision of the Letter of Completion has been agreed upon, the RSTIS (formerly MIS) Process is complete and draft/final environmental analysis and/or preliminary engineering can be initiated/completed, if required for the Locally Preferred Strategy and/or selected alternatives. If the locally preferred long-term strategy is different from the currently adopted 2004 Regional Transportation Plan (applicable in this case) it can be presented to the Regional Council for consideration as an amendment to the adopted Plan.

attachment

Note: The January 19, 2006 RSTIS Meeting Summary is available upon request (Al Bowser, 213-236-1843).

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Angeles

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Brea • Lou Bone, Tustin • Art Brown, Buena Park
• Richard Chavez, Anaheim • Debbie Cook,
Huntington Beach • Cathryn DeYoung, Laguna
Niguel • Richard Dixon, Lake Forest • Marilyn
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Beach

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Riverside • Greg Pettis, Cathedral City • Ron
Roberts, Temecula

San Bernardino County: Gary Ovitt, San
Bernardino County • Lawrence Dale, Barstow •
Paul Eaton, Montclair • Lee Ann Garcia, Grand
Terrace • Tim Jasper, Town of Apple Valley • Larry
McCallon, Highland • Deborah Robertson, Rialto
• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

January 19, 2006

Pat Gilbreath, Chair
Board of Directors
Omnitrans
1700 West Fifth St
San Bernardino, CA 92411

ATTN: Durand L. Rall, CEO/General Manager

Subject: Letter of Completion for the "E" Street Transit Corridor (RSTIS)

Dear Mr. Randall:

On November 29, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final guidance on new regulations stemming from ISTEA passage. The Major Investment Study (MIS) is one of these ISTEA requirements.

Subsequently, TEA-21 removed the requirement for a "stand-alone" MIS, the U.S. Department of Transportation (DOT) issued proposed new MIS regulations and guidance, expected to be finalized in 2001, and FHWA has advised observing existing MIS guidance until DOT guidelines are finalized.

SCAG's adopted 2004 RTP requires a transportation alternatives analysis study for all regionally significant transportation investments (RSTIS) that might utilize federal funds. Projects in this category are usually capacity adding transit and/or highway improvements.

In addition to an alternatives analysis, RSTIS components also include (1) determining purpose and need, (2) public involvement and (3) consultation among the MPO, county transportation commissions, transit operators, Caltrans, FHWA, FTA, State Resource Agencies and other investment stakeholders.

The range of alternatives considered in the "E" Street Transit Corridor (RSTIS) is sufficient to meet RSTIS Guidelines as adopted by SCAG's Transportation and Communications Committee. Omnitrans conducted an exemplary public

agency outreach process that provided adequate opportunities for public involvement. Moreover, numerous community-level and corridor-wide meetings including the RSTIS Peer Review Group facilitated public agency involvement and consultation during the study process.

On January 19, 2006 the *RSTIS Peer Review Group* met and determined that the "E" Street Transit Corridor (RSTIS) meets SCAG and FTA/FHWA requirements, and that the project is ready to advance from planning to the project development phase as necessary.

Attachment A ¹ is a part of this LOC. It documents the Locally Preferred Strategy and describes next steps as adopted by the Omnitrans Board of Directors on December 7, 2005 to advance the project to the preliminary engineering phase of project development.

This correspondence documents the RSTIS Peer Review Group findings that "E" Street Transit Corridor (RSTIS) meets Metropolitan Planning Rules and is therefore granted this *Letter of Completion*. If you have any questions please contact me at (213) 236-1889 or Al Bowser at (213) 236-1843.

Sincerely,



Hasan Ikhrata

Director of Planning and Policy

¹ Attachment A - "E" Street Transit Corridor (RSTIS) - Locally Preferred Strategy

cc: Rohan Kuruppu, Project Manager, Omnitrans
Gary Green, Caltrans District 8
Alta Grace Balmir, FTA/FHWA Los Angeles Metro Office
Alan Bowser/RSTIS File, SCAG

attachment

“E” Street Transit Corridor (RSTIS) - Locally Preferred Strategy

(16 mile corridor generally following Kendall Drive
from California State University south to E Street, through downtown
San Bernardino, east on Hospitality Lane, and south to Loma Linda)

Attachment A documents the Locally Preferred Strategy (LPS) as adopted by the Omnitrans Board of Directors on December 7, 2005.



APPROVED

DATE: December 7, 2005

TO: Board Chair Pat Gilbreath and Members of the Omnitrans Board of Directors

THROUGH: Durand L. Rall, CEO/General Manager

FROM: Rohan A. Kuruppu, Director of Planning

SUBJECT: E STREET CORRIDOR PROJECT (spX) - LOCALLY PREFERRED ALTERNATIVE (LPA)

FORM MOTION

Approve the Locally Preferred Alternative (LPA) as shown in Exhibit S.1 and the short term LPA as shown in Exhibit S.2 for the E Street Transit Corridor Project, the supporting resolution and submittal to the Federal Transit Administration (FTA) for approval.

This item was reviewed and approved for adoption at the November 9, 2005 Board Planning and Productivity Committee meeting. Additionally, it was reviewed and approved for adoption by the Project Development Team (PDT) during their October 26, 2005 meeting and endorsed by the public and stakeholders during the October 19, 2005 Public Hearing.

SUMMARY

LOCALLY PREFERRED ALTERNATIVE (LPA)

Based on the comprehensive technical evaluation presented in the attached report and public/stakeholder input, the candidate Locally Preferred Alternative (LPA) is shown in Exhibit S.1.

The E Street Corridor is about 16 miles long, generally following Kendall Drive from California State University San Bernardino south to E Street, through downtown San Bernardino, east on Hospitality Lane, and south to Loma Linda via proposed Evans Street in Loma Linda.

It is possible that the entire proposed Evans Street Corridor in Loma Linda may not be complete when the LPA is constructed and open for service. If that is the case, a short-term LPA is also included (see Exhibit S.2) which uses the northern portion of proposed Evans Street and then crosses over to Anderson Street using a proposed connector road.

Exhibit S.1: Locally Preferred Alternative

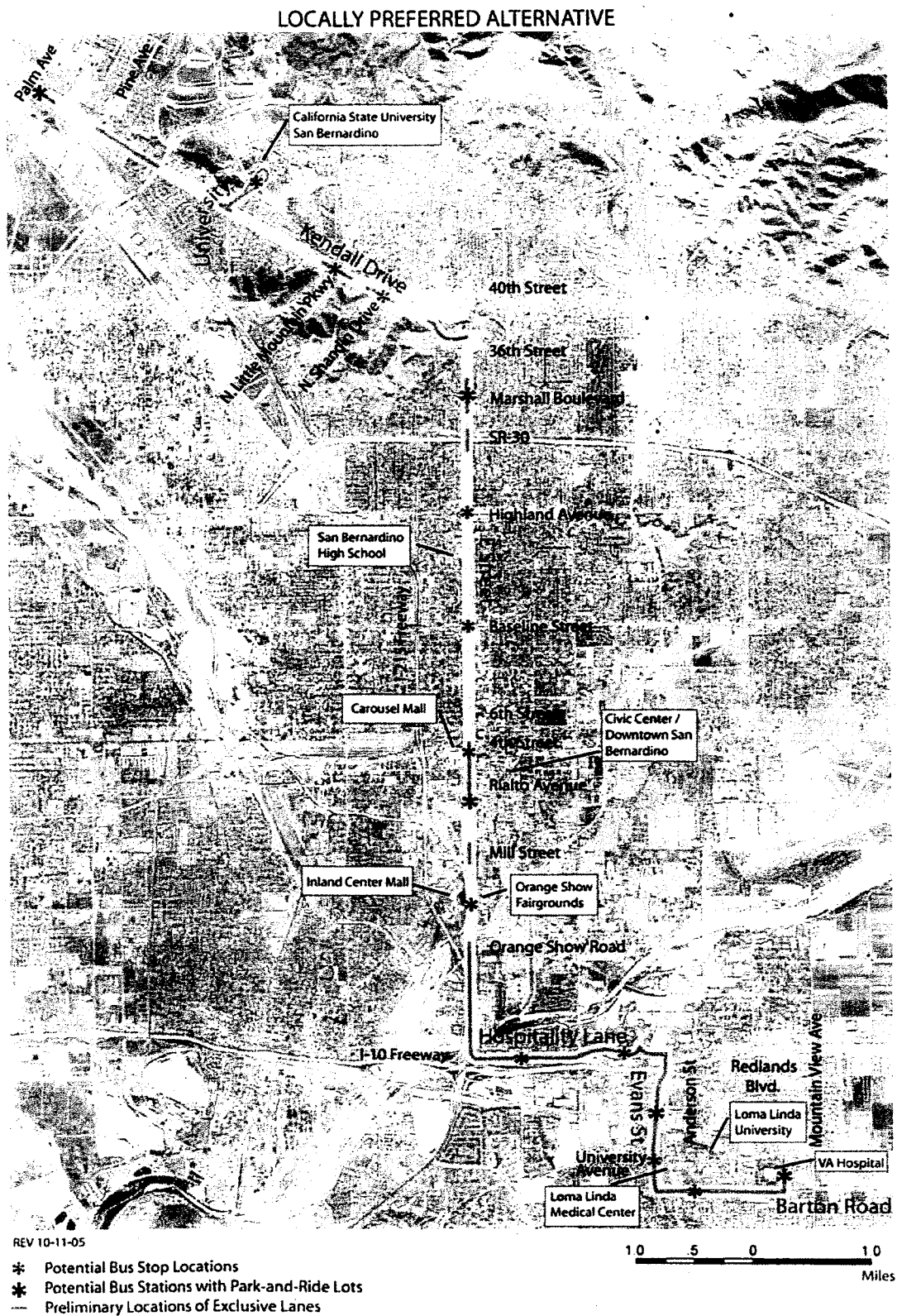
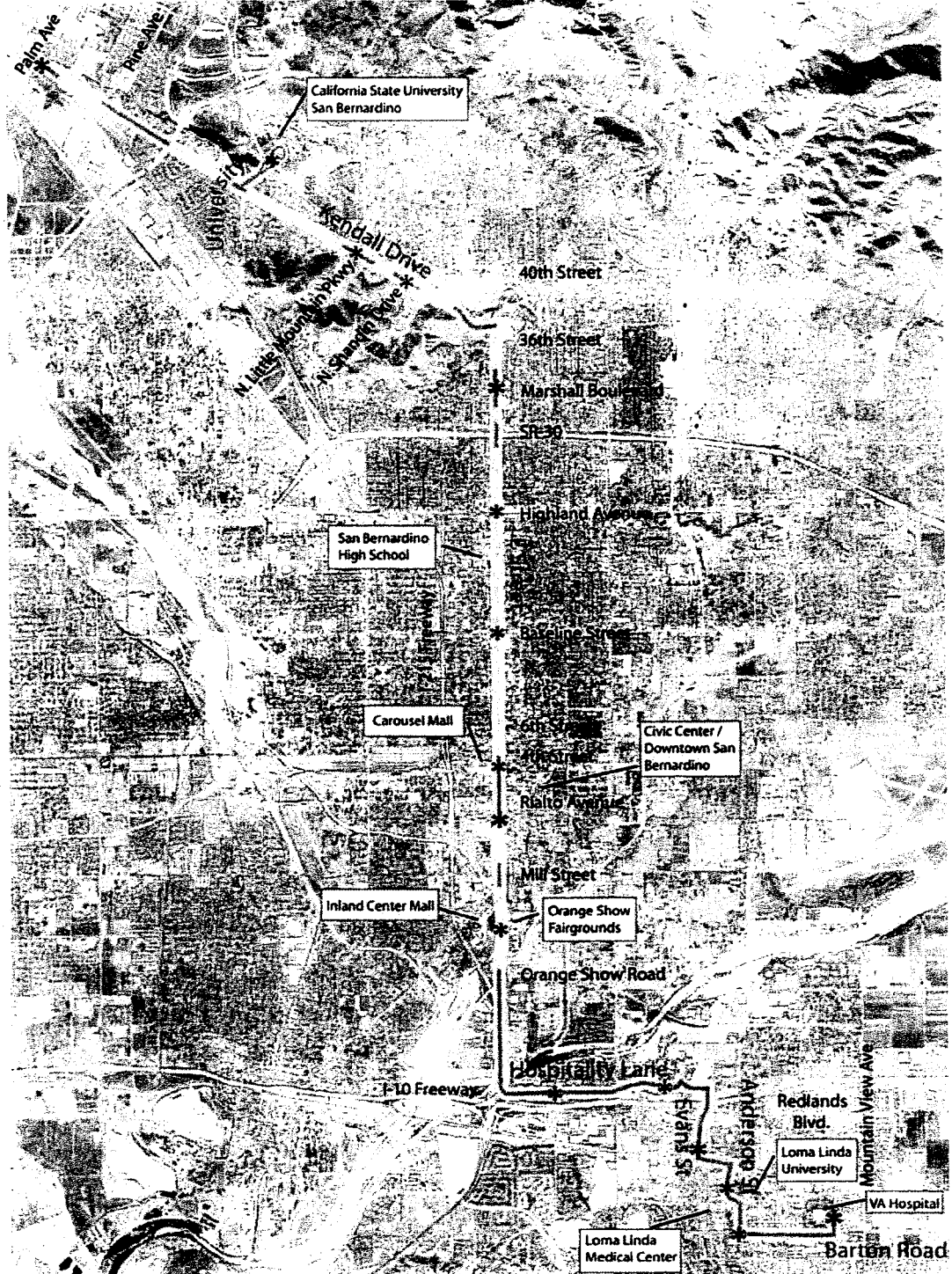


Exhibit S.2: Locally Preferred Alternative (Short Term)

LOCALLY PREFERRED ALTERNATIVE (SHORT TERM)



REV 10-11-05

- * Potential Bus Stop Locations
- * Potential Bus Stations with Park-and-Ride Lots
- Preliminary Locations of Exclusive Lanes

1.0 0.5 0 0.5 1.0
Miles

Omnitrans embarked on a study (Federal Transit Administration's (FTA) Alternatives Analysis Study) to determine the best way to implement an enhanced state-of-the-art rapid transit service along the E Street Corridor in the cities of San Bernardino and Loma Linda. Options being analyzed serve California State University San Bernardino in the north; traverse central San Bernardino to Loma Linda University Medical Center and the VA Hospital in the south.

Known as sbX, the new high-tech, user-friendly system being planned will offer more frequent service, fewer stops, and higher average speeds than traditional bus service.

Investing in this new transportation system will greatly improve Omnitrans' ability to meet growing travel demands, encourage redevelopment, and maintain economic vitality along the Corridor. The E Street Transit Corridor Project would be the first segment in a valley wide system of interconnected sbX service.

Enhanced transit service (sbX) will provide more comfortable vehicles, higher frequencies and speeds, which will increase transit usage and reduce traffic congestion, save energy and improve air quality. High-quality express transit service would have:

- Speeds competitive with cars during peak commute hours
- Better reliability because express vehicles travel in dedicated lanes or have preferential treatment
- Short wait times between routes and connecting corridors
- Attractive, well-designed vehicles and stations/stops that enhance adjacent land uses

E STREET CORRIDOR DESCRIPTION

The E Street Corridor is about 16 miles long, generally following Kendall Drive from California State University San Bernardino south to E Street, through downtown San Bernardino, east on Hospitality Lane, and south to Loma Linda.

It runs through a variety of land uses, from low-density residential development in the north to commercial development along E Street. The core downtown area has some of the highest concentrations of office and public facilities in the Omnitrans service area. The southern end of the Corridor contains significant public, educational and medical facilities.

The Corridor supports about 121,000 people and more than 71,000 jobs. Many residents have low incomes and/or are transit-dependent. About 28 percent of the population lives below the poverty line.

PURPOSE AND NEED FOR THE PROJECT

Numerous key deficiencies and needs have been identified on the E Street Corridor. Existing transit services are slower than auto travel. Given that the Corridor has high transit dependency and an aging population, this translates into reduced mobility for many residents. It also results in low usage by other potential riders, particularly during lunchtime and mid-day periods.

The Corridor is in need of a catalyst to help accelerate revitalization efforts that have not yet been successful. Depressed economic conditions in the central Corridor create a disconnect in development between south and north.

Parking capacity is a problem at the university and hospital campuses. Scheduling existing transit routes is difficult because of the potential for delays, particularly crossing the I-10 Freeway. This problem will get much worse as population and employment grow.

PROJECT OBJECTIVES

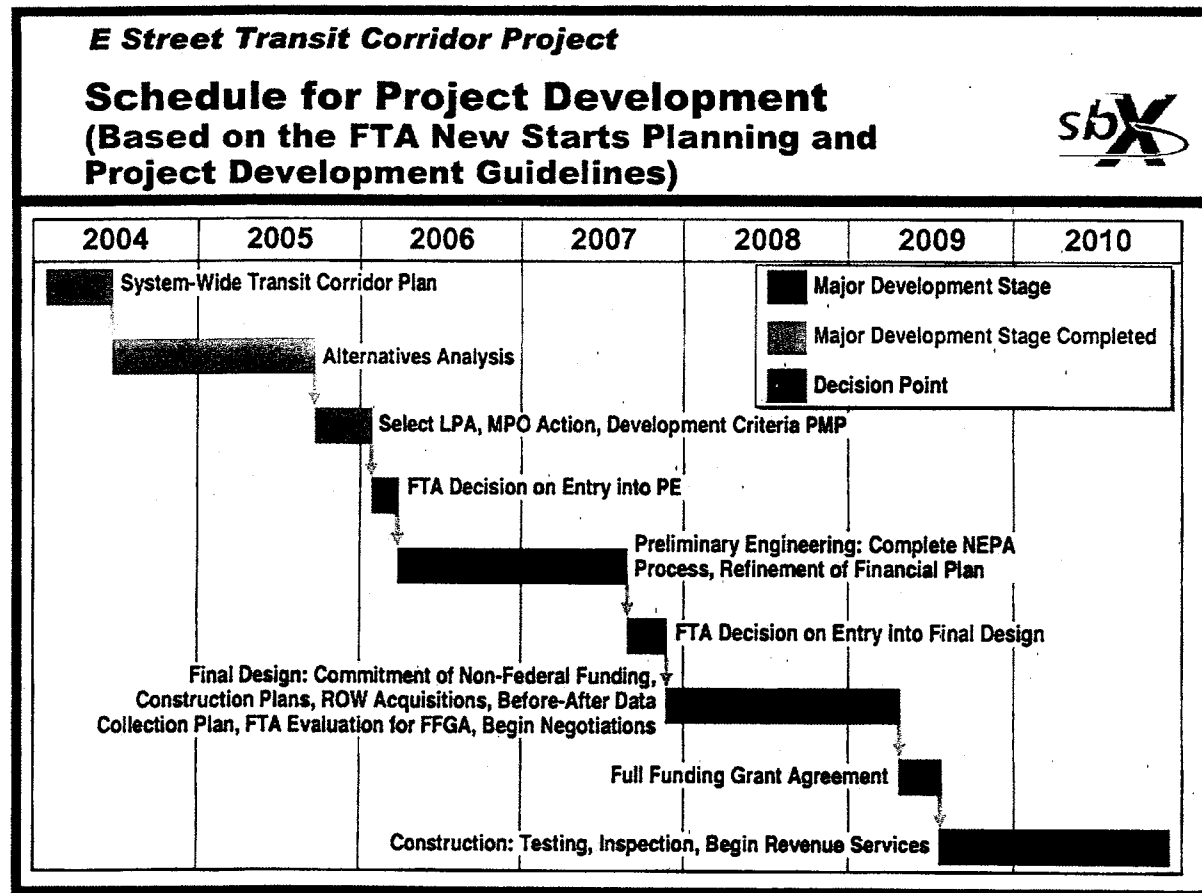
Alternative transit scenarios were designed to address the deficiencies and needs identified above. The alternatives were evaluated based on their ability to meet the following project objectives:

- Enhance mobility and accessibility
- Encourage economic growth and redevelopment
- Improve transit operations
- Provide a cost-effective solution

ACTIONS TAKEN AND NEXT STEPS

- Public Hearing – October 19, 2005, *Endorsed*
- Project Development Team (PDT) – October 26, 2005, *Approved*
- Omnitrans Board PPC – November 9, 2005, *Approved*
- SANBAG PPC – November 16, 2005, *Approved*
- San Bernardino City Council – December 5, 2005, *(Council action was not available when the staff report was prepared)*
- Omnitrans Board – December 7, 2005
- SANBAG Board – December 7, 2005. SANBAG, as the County Transportation Commission, is required to approve all plans for the design, construction and implementation of public mass transit systems or projects (PUC 130252).
- Loma Linda City Council – December 13, 2005 *(Tentative)*
- SCAG RSTIS Committee – January 19, 2006
- PDT Member organization endorsements – December through February
- Inclusion of the LPA in the Recommended List of Projects submitted by SANBAG to SCAG for the 2006 update of the Regional Transportation Plan (January/February 2006)
- Federal Transit Administration (FTA) – March/April 2006. The FTA approval of the Locally Preferred BRT Alternatives as presented is the initial action required to advance the project to the next phase – Preliminary Engineering, according to Section 5309 New Starts Funding Guidelines of FTA. Exhibit S.3 summarizes the Federal Transit Administration's Section 5309 New Starts Planning and Project Development Guidelines.

Exhibit S.3: Federal Transit Administration Section 5309 New Starts Planning and Project Development Guidelines.



ATTACHMENTS

- E Street Corridor Project (sbX) – Locally Preferred Alternative (LPA) Report. (The full technical report, approximately three hundred pages in length, which is a culmination of all the extensive planning, public involvement, previous technical reports and Board actions over the past two years can be viewed on the project website's information library by logging onto www.estreet-sbx.com or a copy can be obtained by contacting Omnitrans at 909 379 7251).
- A resolution of the Omnitrans Board of Directors adopting the Locally Preferred Alternative (LPA) for the E Street Corridor.

PRESENTATION (Approximately 15 min.)

Rohan Kuruppu, Director of Planning Omnitrans and Larry Wesemann, Project Manager, Parsons Transportation Group.

DLR:RK

RESOLUTION # 208-05

A RESOLUTION OF THE OMNITRANS BOARD OF DIRECTORS ADOPTING THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE E STREET TRANSIT CORRIDOR.

WHEREAS, Omnitrans Mission is to provide the San Bernardino Valley with comprehensive public mass transportation services which maximize customer use, comfort, safety, and satisfaction while efficiently using financial and other resources, in an environmentally sensitive manner;

WHEREAS, fast, convenient, reliable, safe and cost effective transit is important for the economy, community, air quality, congestion mitigation and overall mobility;

WHEREAS, Omnitrans seeks to expand its value to the San Bernardino Valley in the above areas, by becoming a more critical and useful part of the transportation infrastructure;

WHEREAS, population, housing, and job growth in the region require increasingly proactive planning to ensure that transit can expand to meet the resulting demand;

WHEREAS, rising fuel costs and the general uncertainty of the nation's energy future make it prudent to create the most versatile and useful transit system possible, to provide alternatives to motoring;

WHEREAS, Omnitrans also recognizes the importance of transit to meeting lifeline mobility needs throughout the region, including but not limited to the mobility of seniors and persons with disabilities;

WHEREAS, all-day high quality/highly reliable transit service at high frequencies is crucial to enable Omnitrans to capture choice riders;

WHEREAS, Omnitrans recognizes that Bus Rapid Transit (BRT) service is essential to remedy declining operating speeds and degradation of service due to congestion;

WHEREAS, most goals for regional mobility, including effective transit, require the cooperation of national, regional and local governments in all areas that impact transportation, especially transportation funding, roadway design, roadway management, and land use planning;

WHEREAS this cooperation is only possible through the development of a shared long-range vision for the future of transportation in the region and its distinct communities;

WHEREAS, through previous transit planning studies, Omnitrans determined that it needed to invest in a system of premium transit services that could better compete with traveling by automobile and attract new riders from the automotive modes of travel in order to keep productivity high, help reduce congestion, improve air quality and save energy in the Omnitrans service area;

WHEREAS, information in the System-wide Transit Corridors Plan for the San Bernardino Valley will be important to residents of the San Bernardino County, transportation policy makers and local and national government officials representing the Inland Empire and its mobility and funding needs;

WHEREAS, the Locally Preferred Alternative (LPA), is an extension of the System-wide Transit Corridors Plan for the San Bernardino Valley, which presents seven Bus Rapid Transit Corridors for the San Bernardino Valley, in order to develop a direction for Bus Rapid Transit in the next 20 to 30 years;

WHEREAS, Omnitrans staff determined that it must perform necessary system planning and must follow the specified planning process that has been established for applicants to become eligible for "New Starts" funding from the Federal Transit Administration (FTA);

WHEREAS, the System-wide Transit Corridor Plan for the San Bernardino Valley was performed to identify the most promising corridors for implementing this new premium service;

WHEREAS, the System-wide Transit Corridor Plan for the San Bernardino Valley adopted by the Board in September of 2004 identified a phasing plan for project development for the seven promising transit corridors in the Omnitrans service area;

WHEREAS, many aspects of the distant future are difficult to predict, the System-wide Transit Corridor Plan's effort is important because of the long lead times involved in land use development, as well as in the development of new funding sources;

WHEREAS, the phasing plan developed for the System-wide Transit Corridor Plan for the San Bernardino Valley identified the E Street Transit Corridor as the top priority corridor to begin project development and an Alternatives Analysis based on the approved guidelines and process established by the Federal Transit Administration (FTA);

WHEREAS, said Locally Preferred Alternative (LPA) is the culmination of extensive planning and public involvement by Omnitrans;

WHEREAS, the E Street Project Development Team (PDT) and stakeholders selected the Locally Preferred Alternative (LPA) based on the results of a comprehensive technical analysis of the final E Street Alternatives and from input from the public;

WHEREAS, on November 9, 2005, Omnitrans Board Planning and Productivity Committee (PPC) endorsed the candidate LPA and recommended its adoption by the full Board;

WHEREAS, the LPA needs to be adopted by both the Omnitrans and SANBAG Boards as well as the San Bernardino and Loma Linda City Councils in order to be considered by the Southern California Association of Governments (SCAG) for inclusion in the Regional Transportation Plan;

WHEREAS, the U.S. Department of Transportation and the Federal Transit Administration (FTA) need to see evidence that the E Street LPA has local support and has been adopted locally by all appropriate agencies and jurisdictions; and

WHEREAS, the FTA cannot approve moving into Preliminary Engineering and Environmental Studies on the E Street Project until all approvals and LPA reports have been completed;

NOW THEREFORE BE IT RESOLVED that:

1. Omnitrans adopts the E Street Locally Preferred Alternative (LPA) and its inclusion in the 2006 Regional Transportation Plan.
2. Bus Rapid Transit (BRT) service is now branded with the name "sbX" for San Bernardino Valley Express.
3. The adopted System-Wide Transit Corridors Plan for the San Bernardino Valley and subsequent updates (every four years) will serve as the sbX Strategic Plan for the Omnitrans service area.
4. Omnitrans is authorized to seek "New Starts" funding for Preliminary Engineering (PE) and Construction from the Federal Transit Administration (FTA) for successful implementation of the E Street sbX corridor.
5. Omnitrans is authorized to develop and seek public and private funding sources and enter into public and private partnerships to successfully implement the E Street sbX corridor.
6. Omnitrans is authorized to seek the inclusion of Federal Transit Administration (FTA) recommended transit supportive land use policies and plans into the General Plans of the cities of Loma Linda and San Bernardino to promote cost-effective transit and create vibrant communities that foster sustainable community development that will work over the long run because it benefits the economy, the environment, social equity, community life, and personal quality of life - all at the same time.

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Omnitrans Board of Directors, at their regular meeting held on the 7th day of December, 2005, by the following vote to wit:

AYES: Yates, Hagman, Mitchell, Roberts, Garcia, Lilburn, Petersen, Dutrey, Leon, Gutierrez, Gilbreath, Sampson, Estrada, Pomierski, Riddell

NOES: None

ABSENT: Hansberger, Biane, Postmus, Ovitt

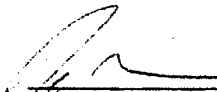


Durand L. Rall, CEO/General Manager
Secretary, Omnitrans Board of Directors



Board Chair Pat Gilbreath
Omnitrans Board of Directors

Approved as to form:



Fiona G. Luke
Legal Counsel for Omnitrans

REPORT

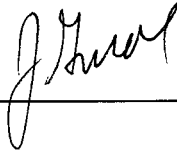
DATE: March 2, 2006

TO: Transportation and Communications Committee

FROM: Bob Huddy, Senior Transportation Planner, 213-236-1972

SUBJECT: RESOLUTION OF SUPPORT FOR CONTINUED STUDY OF A TUNNEL OPTION TO COMPLETE THE 710 GAP CLOSURE

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Staff recommends approval of the attached Resolution of Support for Continued Study of a Tunnel Option to Complete the 710 Gap Closure.

SUMMARY:

In response to a request from the City of South Pasadena, seeking amendment of the 2004 Regional Transportation Plan (RTP) to provide for a tunnel option to complete the 710 Gap Closure, between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena, staff has prepared a resolution (attached). The resolution notes that SCAG continues support for the planning efforts to determine the feasibility of the tunnel option, and resolves that the Executive Director shall, upon completion of the study, present to the Regional Council, such amendments and/or changes in subsequent Regional Transportation Plans, as may be appropriate.

BACKGROUND:

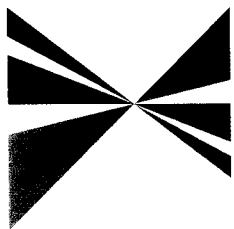
SCAG has received a letter from the City of South Pasadena seeking amendment of the 2004 Regional Transportation Plan to provide for a tunnel option to complete the 710 Gap Closure, between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena. In the 2004 RTP the 710 Gap Closure is identified as 3 mixed flow lanes and 1 HOV lane in each direction from Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena. Currently LACMTA is conducting a Tunnel Feasibility Study to determine if that option should be considered as a means of completing the 710 Gap Closure. This study is expected to be completed in April 2006. Staff have reviewed the request and prepared the attached resolution.

FISCAL IMPACT:

No additional fiscal impact to SCAG.

DOC #118739

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Paul Eaton, Montclair • Lee Ann Garcia, Grand
Terrace • Tim Jasper, Town of Apple Valley • Larry
McCallon, Highland • Deborah Robertson, Rialto
• Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

RESOLUTION NO. 06-472-5
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RESOLUTION OF SUPPORT FOR CONTINUED STUDY OF TUNNEL
OPTIONS
TO COMPLETE THE 710 GAP CLOSURE

WHEREAS, the Southern California Association of Governments (SCAG) 2004 Regional Transportation Plan recognizes the need for and includes the Route 710 Gap Closure between Valley Blvd. in the City of Los Angeles and California Blvd. in the City of Pasadena; and

WHEREAS, the City of South Pasadena has requested that SCAG consider amendment of the 2004 Regional Transportation Plan to provide for a tunnel option for completion of this project, which is expected to be completed in April 2006 ; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority is conducting a study to determine the feasibility of a tunnel for consideration as a design option for the completion of the 710 Gap Closure; and

WHEREAS, SCAG is participating in the study of the 710 Gap Closure tunnel options, along with Caltrans, the City of Alhambra, the City of La Canada-Flintridge, the City of Los Angeles, the City of Pasadena, the City of San Marino, and the City of South Pasadena; and

WHEREAS, the Southern California Association of Governments will continue to support and participate in the analysis of the 710 Tunnel alternative as a means of completing the Gap Closure identified in the 2004 Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Executive Director shall, upon completion of the study, present to the Regional Council for consideration such amendments and/or changes in subsequent Regional Transportation Plans, as may be appropriate.

Toni Young, President
Councilmember,
City of Port Hueneme

Mark Pisano,
Executive Director

Attest:

Karen Tachiki, Chief Counsel

REPORT

DATE: March 2, 2006

TO: Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation and Communication Committee (TCC)

FROM: Communication & Membership Subcommittee

SUBJECT: 2006 Regional Champion Awards

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Discuss and nominate candidates for consideration as your policy committee's 2006 Regional Champion.

SUMMARY:

Last year SCAG established the Regional Champion Awards to acknowledge the outstanding achievements of non-elected individuals for their service to the region. The inaugural Regional Champions honored at last year's General Assembly at the Los Angeles Athletic Club were:

- Randall W. Lewis, selected by the Community, Economic and Human Development Committee (CEHD),
- Kay Martin, selected by the Energy and Environment Committee (EEC), and
- Tony Valdez, selected by the Communication & Membership Subcommittee.

Again this year, each of SCAG's three policy committees, plus the Communication & Membership Subcommittee, has an award to bestow upon a leader in one of their areas of focus. For example, TCC may choose to recognize a regional leader in Goods Movement, EEC might identify a dedicated regionalist in Water issues, or CEHD may select a leader in the area of Housing Element Reform. Remember that this is one time when we honor citizens, not elected officials.

Selection Process:

- Please have discussions and/or nominations at your March committee meetings.
- At your April committee meeting, the candidate nominations should be reviewed and consensus reached on your one nominee. Your committee report at the April Regional Council meeting should announce your recommended Regional Champion recipient and seek the approval of the RC. If you have no nominee, no award will be given.
- Winners will be notified and invited to be recognized at our May General Assembly.

Thanks for your active participation in this opportunity to recognize regional service and leadership.

FISCAL IMPACT:

There is no fiscal impact.

MEMO

DATE: February 8, 2006

TO: Transportation and Communications Committee

FROM: Michael Armstrong, Lead Regional Planner
armstron@scag.ca.gov/213-236-1914

SUBJECT: Update on SCAG Aviation Program

SUMMARY:

Staff will brief the committee on the status of SCAG's aviation program, including the first meeting of the Aviation Task Force and the future work and meeting schedule leading up to the development of a new Regional Aviation Plan for the 2008 Regional Transportation Plan.

BACKGROUND:

The first meeting of the reconstituted SCAG Aviation Task Force will be held on Thursday, February 23, 2006. The Aviation Task Force will provide policy guidance for the development of a new Regional Aviation Plan for the 2008 Regional Transportation Plan. Among the agenda items to be discussed is a proposed schedule for aviation work that they would guide and review, as well as a meeting schedule. The aviation work leading up to the development of a new Regional Aviation Plan includes completion of the Regional Airspace Analysis, new aviation forecasting and capacity work to produce new 2035 regional aviation forecasts, a Regional Airport Management Implementation Study, and an Airport Ground Access Element that will emphasize transit, HOV and new FlyAway improvements to promote decentralization of demand to suburban airports. The activity and meeting schedule that the Aviation Task Force will review is as follows:

- February 2006: First meeting of the ATF to review the Regional Aviation Management Study, past accomplishments by the ATF for the 2001 and 2004 RTPs, and future schedule for the 2008 RTP. Prof. Steven Erie of UCSD, project manager for the study, will be the keynote speaker.
- May 2006: Work initiated on the Regional Aviation Capacity and Forecasting Study.
- June 2006: Work initiated on the Regional Airport Management Implementation Study.
- June 2006: Regional Airspace Analysis completed.
- July 2006: Second meeting of the Aviation Task Force to approve assumptions and parameters for revising/updating the 2035 forecasts for the 2008 RTP, and the results of the Regional Airspace Analysis. Also, to review upcoming airport ground access work. Potential presentation by LAWA on their ground access planning for LAX and Ontario. Potential presentation by the San Diego County Regional Airport Authority on the status of their airport site selection study and associated draft ballot measure.
- July 2006: Present ground access recommendations from the 2004 RTP to the RTP TAC for review, as well as a schedule for updating the ground access element for the 2008 RTP, including adding transit projects.

MEMO

- August 2006: Initiate new ground access work for the 2008 RTP, with an emphasis on evaluating transit, HOV and FlyAway projects, as well as updating, revising and refining ground access projects from the 2004 RTP.
- October 2006: Complete Regional Airport Management Implementation Study.
- November 2006: Complete Regional Aviation Capacity and Forecasting Study.
- December 2006: Third meeting of the ATF to review and approve the results of the Regional Aviation Capacity and Forecasting Study, and Regional Airport Management Implementation Study.
- February 2007: Complete recommended list of revised list of airport ground access projects to be included in the 2008 RTP airport ground access element, minus transit projects.
- March 2007: Complete transit projects to be included in the 2008 RTP airport ground access element, in the context of an overall short-term airport decentralization strategy, emphasizing a regional airport flyaway system.
- April 2007: RTP TAC reviews all recommended airport ground access projects for the 2008 RTP.
- July 2007: Fourth and last meeting of the ATF to approve the draft Regional Aviation Plan and Ground Access Element for the 2008 RTP, with a recommended strategy to implement a new regional airport management/governance structure, including an implementation schedule.

MEMO

DATE: February 9, 2006

TO: Transportations and Communications Committee

FROM: Jeremy Bailey, Temporary Regional Transportation Planner

SUBJECT: SAFETEA-LU Update to JARC and New Freedom Programs

SUMMARY:

In response to new FTA requirements, staff will present an update of the SAFETEA-LU programs: Job Access Reverse Commute (JARC) and New Freedoms and their implications for SCAG.

BACKGROUND:

The new program "New Freedoms" provides formula funding for new public transportation services and alternatives for people with disabilities beyond what is required by ADA. While the Job Access Reverse Commute (JARC) program has been updated with a new funding allocation formula and supports the development and maintenance of job access projects to transport welfare recipients (etc) to and from work on non-peak hours as well as supply reverse commute options for workers in suburban cores.

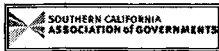
As required by SAFETEA-LU the MPO (SCAG) is the designated recipient of these program funds and as such is required to:

1. Competitively selects projects derived from a locally developed coordinated plan.
2. Develop a participation plan that provides opportunities for comment.

In response to these requirements SCAG staff is in the process of creating an administrative, planning and financial strategy designed to balance SCAG's responsibilities with the CTC's in our region while fulfilling our required duties.

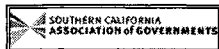
SAFETEA-LU UPDATE

JARC/ NEW FREEDOM



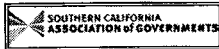
New Programs:

- ❖ **New Freedom, 5317:** Provides formula funding for new public transportation services and alternatives for people with disabilities beyond what is required by ADA. (Beyond ADA not yet defined by FTA, could mean more supplemental service and more revenue hours for operators).



Program Updates:

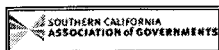
- ❖ **JARC, 5316:** Supports the development and maintenance of job access projects to transport welfare recipients (etc) to and from work on non-peak hours as well as supply reverse commute options for workers in suburban cores; updated with a new funding allocation formula.



Implications for SCAG/ New Requirements:

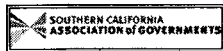
- ❖ **Funding Allocation:** Funds for both JARC and New Freedom are allocated based on a formula that distributes funds to urbanized areas. SCAG is the designated recipient of these funds for five classified urbanized areas in our region.
- ❖ **Coordination:** Under JARC/ New Freedoms, SCAG (designated recipient) competitively selects projects derived from a "locally developed coordinated plan".

(See quotes 1 & 2)



Implications for SCAG/ New Requirements:

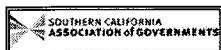
- ❖ **Public Participation/ Planning Requirements:** SCAG must develop a participation plan that provides opportunities for comment. The MPO (designated recipient) may use 10% of JARC/ New Freedom funding for administrative costs.



Issues For SCAG

- ❖ (New Freedoms/ JARC) are better suited for regions with one CTC and one operator.
- ❖ Our region has hundreds of social service providers.
- ❖ SCAG could possibly receive hundreds or thousands of project funding requests that are difficult to evaluate eligibility and coordinate.
- ❖ With limited time and tremendous staffing demands SCAG would choose to sub-allocate funds to the CTC's (County Transportation Commissions) so each could conduct their own competitive process for projects selection.

(See Quote 3)



SCAG Strategy

Administrative:

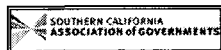
- ❖ SCAG will hire one consultant for the entire group (all CTC's and SCAG).
- ❖ Each CTC competitively selects projects and solicits grant applications from their region using consultant developed criteria while SCAG does the administrative work and inputs a single consultant project into the OWP. (See Quote 5)
- ❖ SCAG is allotted up to 10% of the program funds for any administrative and planning costs. SCAG's FY 2006 10% share comes to \$1,338,816. While awaiting further clarifications from the FTA the budget will only contain generic tasks.



SCAG Strategy

Planning:

- ❖ Consultant will develop the (TIP like) participation plan and the locally developed coordinated plan from a needs assessment while employing competitive project selection criteria currently employed by the CTC's. (See Quote 2 & 4)



SCAG Strategy

Financial:

- ❖ SCAG will sub-allocate funds to the CTC's. At present no funding distribution mechanism is in place while we await clarification from the FTA.
- ❖ Funding distribution will be close to the current 5310 (Special Needs of Elderly and Disabled) process for FY 06 which mirrors the current JARC process. With 5310, the CTC's request project proposals, conduct a review with (Caltrans based criteria) and send requests to their boards for approval. Because the CTC's are the grantees for these funds they make participants sub-grantees so they can qualify.

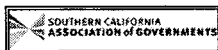


SCAG Strategy

- ❖ SCAG has scheduled a March meeting with the CTC's and FTA for a continuation and clarification of this process. Many more details require explanation and we await more explicit and precise language from the FTA over the next few months.

Source: Federal Register, November 30, 2005:

http://www.fta.dot.gov/legal/federal_register/2004/16290_17929_ENG_HTML.htm



MEMO

DATE: March 2, 2006

TO: Transportation & Communications Committee

FROM: Nancy Pfeffer, Acting Lead Regional Planner, SCAG, 213-236-1869, pfeffer@scag.ca.gov *Nancy*

SUBJECT: Report on Second Washington, DC Trip Related to NEPA and Goods Movement

SUMMARY:

The Committee will receive a briefing and status report on efforts to develop a federal/state/local Memorandum of Understanding related to the environmental impacts of goods movement in Southern California.

BACKGROUND:

Please refer to the attached report.

MEMO

DATE: January 27, 2006

TO: Ginger Gherardi, VCTC
Tony Grasso, SANBAG
Eric Haley, RCTC
Art Leahy, OCTA
Mark Pisano, SCAG
Roger Snoble, Metro

FROM: Barry Engelberg, Manager, Special Projects, OCTA, 714-560-5362, bengelberg@octa.net
Hasan Ikhata, Director, Planning & Policy, SCAG, 213-236-1944, ikhata@scag.ca.gov
Nancy Pfeffer, Acting Lead Regional Planner, SCAG, 213-236-1869, pfeffer@scag.ca.gov
Ty Schuiling, Director, Planning & Programming, SANBAG, 909-884-8276, tschuiling@sanbag.ca.gov
Lindell Marsh, neutral Attorney/Facilitator, for GMI (engaged by the CTCs), 949-706-7095, lmars@lindellmarsh.com

SUBJECT: Report on Second Washington, DC Trip Related to NEPA and Goods Movement

SUMMARY:

On January 23-25, 2006, we attended a series of meetings in Washington, DC, arranged at our request by the Growth Management Institute (GMI), as neutral facilitators, in follow-up to a similar series last June. The purpose of the meetings was to seek the participation of key federal agencies in a proposed Memorandum of Understanding (draft attached), along with your agencies, the State and the ports (as "principal conveners"), contemplating the development of a regional collaborative strategy for addressing the environmental effects of increasing goods movement within the region. At the January meetings, we were successful in obtaining high-level commitments from the US Department of Transportation (DOT), US Environmental Protection Agency (EPA), Department of the Interior (DOI), US Fish and Wildlife Service (FWS), and the US Trade Representative (USTR), and the White House Council on Environmental Quality (CEQ) to continue to work with us in consummating the MOU and, more broadly, in supporting our efforts with respect to an integrated freight infrastructure strategy (including mitigation of environmental, and community impacts).

BACKGROUND:

On May 2, 2005, the University of California, Irvine, Department of Planning, Policy & Design convened a two-day Workshop/Dialogue on the National Environmental Policy Act (NEPA), facilitated by GMI, bringing together a small group of high-level agency representatives and experts to discuss how the implementation of NEPA could be improved. To focus the discussion, an "exemplar" was presented: the need to effectively and expeditiously address Southern California's increasing movement of imported goods (in support of US international trade), together with the need to simultaneously meet federal clean air standards and protect the quality of life in our communities.

The involvement of CEQ staff led to the scheduling of a series of meetings with representatives of the Bush Administration's trade office, the Environmental Protection Agency, and the Department of Transportation in Washington, DC, on June 21 and 22, 2005, to convey to these officials the nature and magnitude of infrastructure challenge and the environmental and community impacts posed by Southern California's key

MEMO

role in international trade. These meetings resulted in the proposal to develop an MOU among all the affected levels of government – local/regional, state, and federal – to promote cooperation and assist in guiding early scoping efforts towards a systemic strategy for addressing goods movement and related environmental and community concerns within Southern California.

The meetings held January 23-25 were an opportunity to present, at the Deputy or Assistant Secretary level, an update on the Southern California concerns and the draft MOU. In each meeting, the senior officials expressed support for the MOU concept and designated staff to work with us further. Some highlights of the meetings follow:

- At DOT we met with George Schoener, Deputy Assistant Secretary for Transportation Policy in the Office of the Secretary of Transportation, and key members of his staff, acknowledging their regional representative, Randy Rogers (MARAD), who was appointed to provide a direct linkage between the Assistant Secretary's office and the Ports region. Mr. Schoener directed us to work further on the MOU with Linda Lawson, Director of the Office of Safety, Energy and Environment in the Office of the Secretary, as well as Rogers. In addition to working on the MOU, Ms. Lawson indicated that as an effort under or related to the MOU, she would explore the application of the President's Executive Order 13274 on environmental stewardship. In the words of CEQ Counsel Dinah Bear, while the Executive Order is not intended to "cut corners" in the environmental review, projects under the aegis of this Executive Order receive "priority attention". Also accompanying us at the DOT meeting were Douglas Porter, President of the non-profit Growth Management Institute and Governor Arnold Schwarzenegger's representative in Washington, Eric Swedlund (we expressed in the various meetings that the role of the Governor and the State in the MOU is critical, with the MOU expressly providing for the State as a key "principal convener" and suggesting that it should be pursuant to a Gubernatorial executive order).
- At EPA, we met with Bill Wehrum, Acting Assistant Administrator for Air and Radiation, and key members of his staff. Participating by phone were Debbie Jordan, Director of the Air Division of EPA Region 9, and Enrique Manzanilla, Director of the Communities and Ecosystem Division, EPA Region 9. Administrator Wehrum expressed his support for the effort and said that Region 9 would be "on point" for further work on this effort. He also said he would designate staff in Washington, DC, to support the region and work with us on the MOU.
- At DOI we met with Deputy Secretary Lynn Scarlett and H. Dale Hall, Director of the U.S. FWS. Secretary Scarlett (who is from California and was formerly with the Reason Foundation) in discussing possible mitigation strategies, challenged us to promote the "greening" of the urban setting of the goods movement system to offset its impacts (mentioning that it would be "nice to remove some of the outdated concrete channels" and conserve open space). Mr. Hall suggested that while Washington would work with us on exploring the MOU, we should develop a working relationship with DOI's representative for California and the Western states, based in Sacramento.
- At USTR, we met with Alice Mattice of the Environment and Natural Resources Section. USTR is a sister agency to CEQ in the Office of the President. She indicated that USTR has historically been tasked to negotiate national trade agreements and that it would be appropriate for USTR to coordinate with other federal agencies in considering the role of such trade on domestic infrastructure and environmental impacts. Clearly, the mitigation of such impacts may well require Administration efforts on the international level. She also thanked us for our recently submitted comments on the Interim

MEMO

Environmental Review for the proposed U.S.-Thailand Free Trade Agreement (the first such review to discuss domestic effects). She advised us that another opportunity to comment will soon arise as the USTR negotiates an across-the-board trade agreement with the World Trade Organization.

Our next steps are:

- Follow up with each of these federal agencies (DOT, EPA, DOI) as directed, at both the Washington and regional levels. We are focusing on a late March signing.
- Meet with key state officials, including Secretary of Business, Transportation & Housing Sunne McPeak, Cal/EPA Secretary Alan Lloyd, Resources Secretary Mike Chrisman, and additional staff from the Governor's office as suggested by Eric Swedlund. The participation of the State in the MOU is critically important. The focus of the discussion will be on the MOU and the benefits of the MOU process in assisting the State and all of us in coordinating and clarifying our individual roles and efforts regarding environmental and community impacts, including those relating to the much needed success of the State's Goods Movement Action Plan.
- Assist in integrating the MOU effort and outcomes of these meetings into the regional consensus trip to Washington and related follow-on efforts.
- Work with EPA and the state and local air agencies to coordinate the roles of the various contributors to the regional 2007 SIP air quality strategy.
- Communicate with other key agencies (e.g. the Ports) and interests (e.g. the NGOs) regarding the MOU effort.

**WEST COAST NATIONAL FREIGHT GATEWAY STRATEGY
MEMORANDUM OF UNDERSTANDING
AMONG AFFECTED REGIONAL, STATE
AND FEDERAL AGENCIES AND INTERESTS**

February, 2006

This Memorandum of Understanding (“MOU”) is entered into by the undersigned federal, state and local agencies and other public and private organizations to provide for the cooperative development of a framework strategy to address environmental and community concerns, issues and opportunities relating to the increasing movement of imported goods within the “West Coast National Freight Gateway” area of the Los Angeles Metropolitan region extending from the Ports in San Pedro Bay to the cities of Barstow and Indio, California (“National Freight Gateway Area” or “Area”),.

I. RECITALS.

Acronyms are defined below.¹

Whereas, the San Pedro Bay Ports of Los Angeles and Long Beach are the third largest sea-to-land port complex in the world. *They process 44% of all imported goods entering the Nation*, with *only* 30% of these goods being consumed within the region and 70% distributed primarily by truck and rail nation-wide and to Europe. Freight being moved annually has a value of \$200 billion, supports 2 million jobs, and generates \$16.4 billion in state and local taxes.

Whereas, the population of the National Freight Gateway Area is expected to increase by 6 million people 16.8 to 22.9 million by 2030 (an increase of 37%, or approximately 6 million people within 25 years), with significant demands on the capacity of the region’s transportation infrastructure, *independent of any consideration of the increasing movement of freight*.

Whereas, the regional freeway and railway systems within the Area are already severely congested, with insufficient funding identified to even maintain existing infrastructure. Combined increases in population and freight volumes will significantly worsen congestion on freeways and railways and will increase the need for major new and upgraded infrastructure and the costs of on-going maintenance and repair. Annual truck traffic serving the Ports is expected to increase from 34,000 trips in 2000 to 92,000 in 2020 and *daily* train traffic is expected to increase from 170 trains in 2000 to 265 in 2010, and 390 in 2025.

Whereas, the increase in freight movement offers significant economic opportunities to the region in the form of additional business, more and better quality of jobs, and enhanced local, State and federal tax revenues.

Whereas, the anticipated increases in freight movement within the region threaten significant and

adverse impacts to its communities and the environment (including but not limited to air and water quality and natural lands and wildlife) and to the health and safety and quality of life of its people without the provision of major mitigation, the design and implementation of which will be daunting.

Whereas, there are significant delays, inefficiency, increases in costs and loss of opportunities resulting from the current fragmented and complex local, state and federal systems, processes and practices for planning, designing, funding, implementing and constructing regional freight movement and transportation projects and the regulation thereof for other and related public concerns.

Whereas, there is significant need for coordination and collaboration among local, state and federal agencies and interests (including effective leadership and public participation) to address the goods movement infrastructure needs and concerns, issues and opportunities described above, as envisioned by the National Environmental Policy Act of 1969 and the California Environmental Quality Act.

II. FURTHER DEVELOPMENT AND IMPLEMENTATION OF A WEST COAST FREIGHT GATEWAY STRATEGY

Based on the foregoing, at the request of California Governor Schwarzenegger and the State of California, SCAG, the CTCs, CBTH, USDOT and the Ports, as “Principal Conveners” will convene and manage a process, in cooperation with affected federal, state, and local agencies and interests, to collaboratively and expeditiously address the daunting community and environmental impacts of moving the anticipated immense volumes of goods through the region, as follows.

A. Scoping of the Strategy.

Among other efforts, no later than June 30, 2006, the Principal Conveners shall deliver to the Governor and United States Secretary for Transportation a Phase I Scoping Report on the progress and preliminary results in the development of the collaborative strategy, together with recommendations for its completion and implementation.

SCAG will administer the process by convening meetings and assisting in the development of the policy framework under the direction of the Principal Conveners. The Principal Conveners have committed the necessary resources through Phase I of the process and will use their best efforts to expeditiously obtain and provide adequate resources thereafter. The Strategy will include elements that can be implemented by individual agencies or agencies acting in collaboration and will take into consideration current and past efforts.² Local and public input will be critical.

The Phase I Report will discuss alternative approaches and reflect differing viewpoints as to approaches and underlying considerations. It will also address specific concerns, such as the desirability and possible form of a regional institution that has sufficient authority to, among

other things, study, design and implement necessary infrastructure and mitigation programs.

B. Participation by Public Agencies and Public and Private Organizations.

The other signatories below who are not Principal Conveners, shall participate as “Participants” in the process under this MOU as determined appropriate by the Principal Conveners. Other public agencies and public and private organizations may also become “Participants” by providing notice in writing to SCAG.

C. Early cooperative efforts of Participants.

Concurrently, the Principal Conveners and Participants will cooperate with respect to the consideration and implementation of current goods movement infrastructure projects in accordance with existing laws and regulations; and, support, and encourage the Governor to support efforts in the California Legislature to develop legislation to provide for innovative project procurement and financing approaches.

D. Inclusion in list of priority transportation projects.

Concurrent with the taking effect of this MOU, pursuant to Presidential Executive Order 13274, FDOT shall include West Coast National Freight Gateway Strategy in the list of priority transportation projects for coordinated federal agency decision-making.

III. MISCELLANEOUS PROVISIONS.

A. Designation of Representatives.

Each Principal Convener and Participant shall designate a person to serve at its pleasure and represent it under and for the purposes of this MOU by notification in writing to SCAG for the Principal Conveners.

B. No Obligation to Provide Funding.

The commitment by Participants to participate is subject to existing authorities and the availability of funds. This MOU does not obligate nor commit State or Federal funds and will not give rise to a claim for State or Federal funds. Any activity involving reimbursement or contribution of funds between the parties to this MOU must be independently authorized by law and will be subject to applicable laws, regulations, and procedures.

C. Non-binding.

Notwithstanding any other provision of this MOU, this MOU will take effect upon its signing (as

a single original or in counter-parts) by all of the Principal Conveners and is intended to: (i) state the intent of the signatories in order to provide an informal basis for coordination among them and is and shall not be legally binding on any signatory for any purpose; and, (ii) shall be interpreted to be consistent with applicable provisions of State and Federal law.

E. Amendments.

This MOU may be amended only by a writing signed by the Principal Conveners. Any party to the MOU may cease to be a Participant by providing written notice of such termination to the SCAG for the Principal Conveners.

IN WITNESS WHEREOF, the parties have signed this MOU on the dates set forth below their signatures.

FEDERAL AGENCIES

Department of Transportation
Dated: _____

_____,
Assistant Administrator for Air and
Radiation
Environmental Protection Agency
Dated: _____

Assistant Secretary for Fish, Wildlife and
Parks
Department of the Interior
Dated: _____

Assistant Secretary of the Army
for Civil Works
United States Army Corps of Engineers
Dated: _____

STATE OF CALIFORNIA

Business, Transportation and Housing
Dated: _____

California Resources Agency
Dated: _____

Environmental Protection Agency
Dated: _____

REGIONAL/LOCAL AGENCIES

Southern California Association of
Governments
Dated: _____

“CTCs”

Metropolitan Transit Authority
Dated: _____

San Bernardino Associated Governments
Dated: _____

Riverside County Transportation
Commission
Dated: _____

Orange County Transportation Authority
Dated: _____

Ventura County Transportation Comm.
Dated: _____

Imperial County
Dated: _____

“Ports”

Long Beach Board of Harbor
Commissioners
Dated: _____

Los Angeles Board of Harbor
Commissioners
Dated: _____

Port of Hueneme, Oxnard Harbor District
Dated: _____

1 Acronyms:

CARB: Calif. Air Resources Board
CBTH: Calif. Business, Transportation and Housing
Agency
CEPA: Calif. Environmental Protection Agency
CTCs: County Transportation Commissions including:
 MTA, OCTA, RCTC, and SANBAG
DOI: United States Department of the Interior
LAEDC: Los Angeles Economic Development Corporation
MTA: Los Angeles Metropolitan Transportation Authority
OCTA: Orange County Transportation Agency
Ports: Port of Los Angeles and Port of Long Beach
RCTC: Riverside County Transportation Commission
SANBAG: San Bernardino Associated Governments
SCAQMD: South Coast Air Quality Management District
SCAG: Southern California Association of Governments
USDOT: United States Department of Transportation
USEPA: United States Environmental Protection Agency
VCTC: Ventura County Transportation Commission